

December 24/31, 1956

New Ways to Use RDC's...p. 20

RAILWAY AGE

WORKBOOK OF THE RAILWAYS

THE INDUSTRY'S ONLY WEEKLY NEWSMAGAZINE

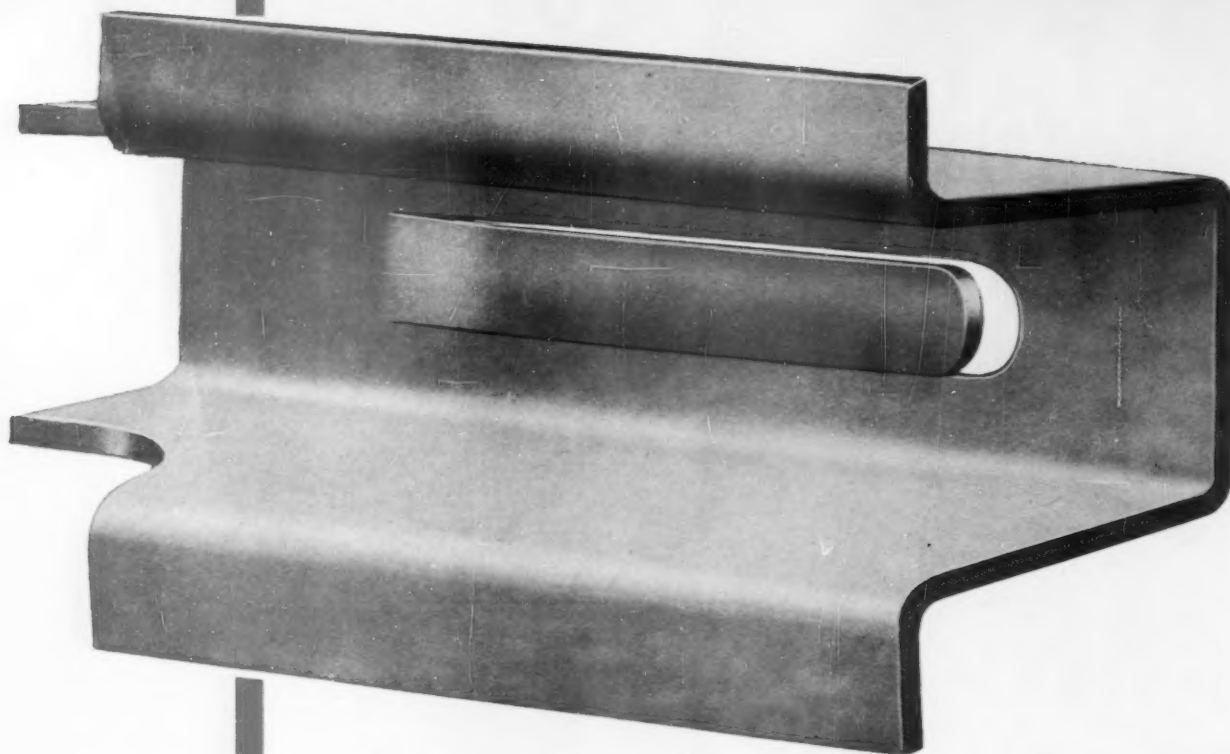


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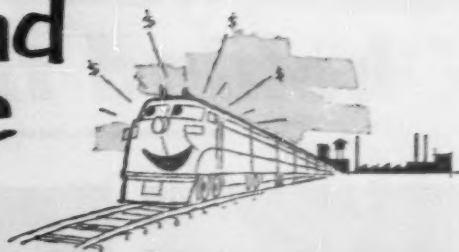
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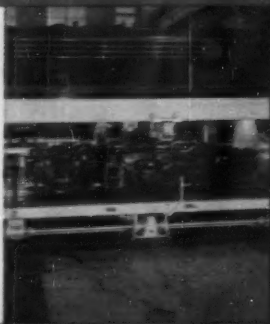
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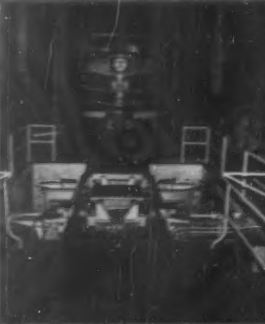
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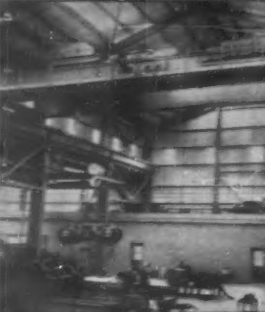
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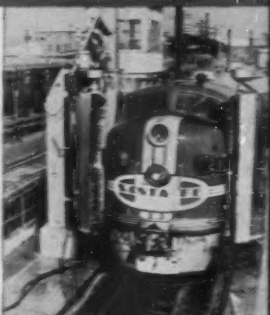
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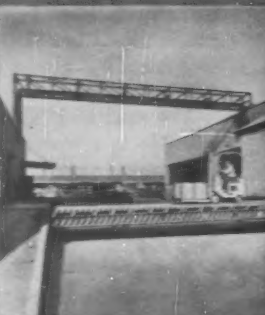
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Published weekly with an additional issue in September by the Simmons-Boardman Publishing Corporation at Orange, Conn., and entered as second class matter at Orange, Conn. James G. Lyne, president. Arthur J. McGinnis, executive vice-president and treasurer. F. A. Clark, vice-president and secretary.



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Workbook of the Railways

Vol. 141, No. 27

December 24/31, 1956

CONTENTS and Week at a Glance

Emergency freight-rate increases . . .

. . . granted by the ICC are expected to yield about \$436 million in additional revenues. That's about \$88 million short of what the railroads hoped for. Some commissioners call the rise inadequate. . . . p.6

Less than asked for, too . . .

. . . is the recommendation of ICC Examiner Barber who advised the commission to grant six eastern roads a 15% boost in first-class passenger fares rather than the 45% they sought. He did endorse however, the carriers' bid for a 5% coach-fare hike. . . . p.7

FORUM: Time for resolutions . . .

. . . for more action in 1957. With all the big questions facing the railroad industry in 1956, not much tangible progress can be reported as the year comes to a close. This doesn't discount what has been going on behind the scenes in the way of promising policy discussions, or the usual tremendous technological developments. But the coming year ought to be one in which action will begin to parallel the need for it in such vital areas as service improvement, regulatory reform and pricing procedure. . . . p.19

What happened to RDC's in 1956 . . .

. . . These stainless steel self-propelled cars took on a new look during the year, inside and outside. For example, for special applications some units have been equipped to serve meals, and 30 units have been built for trailer service along with standard RDC's. . . . p.20

Why one big shipper uses 'piggyback' . . .

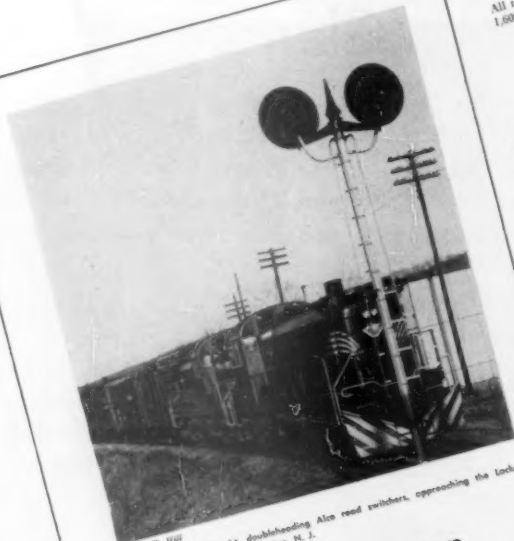
. . . is reported by Crucible Steel's Henry H. Pratt, general traffic manager. "Dependable schedule service" is a big factor in building up the satisfaction that results in steadily growing patronage. . . . p.23

Railroading without sand . . .

. . . is proving practicable in Switzerland, where grades and

NEW!

For every railroader . . . the only book with all the pertinent facts and figures any professional or amateur could want for a close-up of America's 113 Class I railroads.



Henry R. Hall
L&HR southbound freight, doubleheading Alto road switchers, approaching the Lackawanna crossing at Andover Junction, N. J.



LEHIGH & HUDSON RIVER

The Lehigh & Hudson River Railway Company is a short but busy bridge line, providing through the New Haven—a connection to New England for the Central of New Jersey, the Lackawanna, the Lehigh Valley and the Pennsylvania. Each of these roads, and also the Erie and Reading, own substantially all of L&HR stock. The main line extends 85.8 miles from Easton, Pa., to Maybrook, N. Y., and a branch runs 9.5 miles from Andover to Port Morris over Lackawanna tracks. The L&HR was completely dieselized late in 1950.

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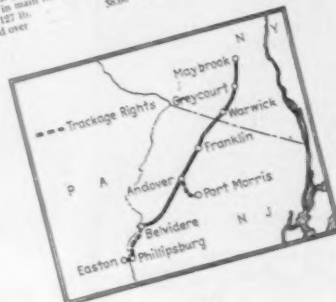
Lehigh & Hudson River
All train and switching movements are handled by identical power—15 Alco 1,600-hp. road switchers. Passenger trains have not operated since 1939.

	1955	1954
Freight revenue	\$3,154,493	\$3,217,236
Total operating revenue	3,154,493	3,217,236
Net income	312,322	417,358
Operating ratio	69.9%	68.5%
Gross ton-mi. per ft. ton-hr.	38.161	38.965

Robert I. Hoyer was elected president of the L&HR in 1956. Mr. Hoyer was born in Denmar, N. J., in 1880 and his entire railroad career has been with the road he now administers. Prior to service as first lieutenant, A.E.F. 1917-1919, he was employed in various clerical positions, and, upon his return, advanced from chief clerk to the president and general manager to vice-president, secretary and treasurer in 1955.

Misc. Statistics and Equipment Data:

A&B expenditures:	\$197	Locomotive (units):	15
Total for equip. (incl. misc.)	14,149	diesel-elect. freight	13
Total for road	5,539,298	Total diesel-elect.	106
Rev. ton-mi. (thru-rail/ton-hr.)	250,368	Freight cars:	15
Rev. ton-mi. (local)	1,201	open-top hopper	123
Rev. per ton-mi. (cents)	35.00	caboose	14
Weight of rail in main tracks	58.00	Total freight cars	
mi. 100 to 127 lb.		Company service equipment	
mi. 128 and over			



115

Handbook of AMERICAN RAILROADS by Robert G. Lewis

Publisher, *Railway Age*

Look at these highlights . . .

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- Over 100 action photos
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- Biographies of current presidents
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- Latest equipment statistics
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Current Statistics

Operating revenues, ten months	
1956	\$8,792,282,647
1955	8,374,496,681
Operating expenses, ten months	
1956	\$6,731,852,843
1955	6,290,275,280
Taxes, ten months	
1956	\$954,357,508
1955	923,822,927
Net railway operating income, ten months	
1956	\$894,770,856
1955	947,187,510
Net income, estimated, ten months	
1956	\$711,000,000
1955	749,000,000
Average price 20 railroad stocks	
December 18, 1956	96.77
December 20, 1955	97.09
Carloadings revenue freight	
Forty-nine weeks, 1956	35,939,382
Forty-nine weeks, 1955	35,689,008
Average daily freight car surplus	
Wk. ended Dec. 15, 1956 ..	5,907
Wk. ended Dec. 17, 1955 ..	5,262
Average daily freight car shortage	
Wk. ended Dec. 15, 1956 ..	4,309
Wk. ended Dec. 17, 1955 ..	4,191
Freight cars on order	
December 1, 1956	119,626
December 1, 1955	109,370
Freight cars delivered	
Eleven months, 1956	60,258
Eleven months, 1955	33,100
Average number railroad employees	
Mid-November 1956	1,027,799
Mid-November 1955	1,077,979

RAILWAY AGE IS A MEMBER OF ASSOCIATED BUSINESS PUBLICATIONS (A.B.P.) AND AUDIT BUREAU OF CIRCULATION (A. B. C.) AND IS INDEXED BY THE INDUSTRIAL ARTS INDEX, THE ENGINEERING INDEX SERVICE AND THE PUBLIC AFFAIRS INFORMATION SERVICE. RAILWAY AGE, ESTABLISHED IN 1856, INCORPORATES THE RAILWAY REVIEW, THE RAILROAD GAZETTE, AND THE RAILWAY AGE GAZETTE. NAME REGISTERED IN U. S. PATENT OFFICE AND TRADE MARK OFFICE IN CANADA.

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Week at a Glance CONTINUED

curves and slippery rail are all part of the day's work on the Swiss Federal Railways. . . . p.24

The National of Mexico has gone modern . . .

. . . with centralized traffic control and retarders being used to control switching on 82 miles of line in and around Mexico City. Equipment in the NdeM's Tlalnepantla yard, which is near the national capital, was furnished by the General Railway Signal Company. . . . p.28

'Slumbercoach' is doing fine . . .

. . . on the Burlington's new "Denver Zephyr." Passenger questionnaires and a traffic survey indicate that, after five weeks of service, the car is well patronized, its users like it, and it has hit the intended market. As you might expect, the Burlington people are pretty happy about the whole thing. . . . p.30

Rock Island management is convinced . . .

. . . that rolling stock need not be built to last forever. Latest evidence of this attitude are the road's new baggage cars, built by ACF Industries, which meet all AAR and RPO requirements and represent 50% savings in construction costs. The road has 50 such units. . . . p.34

Next issue, January 7, 1957 . . .

. . . This is the 52nd and last weekly issue of Railway Age in 1956. See "box" on . . . p.19

B R I E F S

Higher priced diesel fuel? . . .

. . . Railroads may be faced with increases in diesel fuel costs in the next 60 days. Some areas already have been hit by a 1/4-cent hike. Move to send U.S. oil to Europe, plus uncertainties of winter weather, complicate the present fuel picture.

"Much as I hate the word subsidy . . .

. . . subsidies by the cities and communities involved are the only way adequate commuter service can be provided," asserts Arthur S. Genet, president of the Greyhound Corp. Genet believes commuter service is economically unfeasible for private enterprise at rates commuters want to pay.

Rate Hike to Yield \$436 Million

That's the estimated additional revenue that will result from ICC's December 17 decision in the Ex Parte 206 case — About \$88 million less than carriers sought—Dissenting members call rise inadequate

Approximately \$435.6 million a year will be added to freight revenues of railroads as a result of the rate increases now authorized by the Interstate Commerce Commission in the Ex Parte 206 case.

The commission's decision of December 17 covered that phase of the case which involved the motion of

eastern and western railroads for an emergency increase to offset recent advances in wages and other costs. Other phases of the case involve the plea of southern railroads for a like cost-offsetting increase and the petition of the eastern and western roads for another increase of 15% to improve their rates of return.

Effective date of the increases now authorized was expected to be December 28. The commission's decision authorized publication of the necessary tariffs on five days' notice, and they were being prepared for filing by the end of last week.

The estimated yield is based on traffic levels for the 12 months ended last June 30, and assumes favorable action by state commissions on intrastate increases. It includes \$402.6 million which will go to the eastern and western roads, and \$33 million accruing to southern railroads on interterritorial traffic. The increases proposed by the eastern and western lines would have yielded them another \$88 million, while the "wind-fall" to the southern lines would have increased. The proposal sought a general increase of 7% with a few exceptions and hold-downs.

The commission authorized the 7% only within Eastern territory. All it authorized as to rates within Western territory and interterritorially between all three territories was 5%. Also held to 5% were the authorized increases on grain and grain products, meats and packinghouse products, and lard substitutes and vegetable oil shortenings. As to coal and coke, the proposed increase of 10 cents per net ton was approved, while lignite will take five cents per net ton.

Many more hold-downs were imposed than the carriers had proposed. Generally, the commission undertook to follow the same plan as to hold-

downs that it did in the previous general rate case (Ex Parte 196). The hold-downs (maximum limits on the percentage increases) it required are as follows: eight cents per 100 lb on cotton in bales; seven cents per 100 lb on fresh and frozen fruits and vegetables, edible nuts, canned or preserved food products, building woodwork or millwork, except when listed in tariffs as taking lumber rates; six cents per 100 lb on lumber and articles taking lumber rates, sugar and glucose; fifty cents per net ton on potash; thirty cents per net ton on phosphate rock and salt.

While increases were authorized for accessorial charges generally, none was authorized in charges for refrigeration and other protective services. As to port rates and joint rates with water carriers, the commission included them in the general authorization but said they should be adjusted as soon as possible to restore differentials.

Railroads are committed to the payment of reparations if increases authorized in final disposition of the case are less than those now approved. If that becomes the situation, the carriers "will be expected to honor promptly claims for reparation," the commission said.

The decision was embodied in 37-page report which was accompanied by dissenting-in-part expressions from Commissioners Hutchinson, Murphy and McPherson. Commissioners Minor and Walrath, not having been present at the oral argument, did not participate. The report also noted that the panel of state commissioners, who sat in the case, agreed that the railroads needed additional revenue but would have approved "a somewhat lesser amount" at this time.

On the matter of authorizing the

FREIGHT-HIKE COMMENTS

T. H. MAGUIRE, CHAIRMAN, EXECUTIVE COMMITTEE, WESTERN TRAFFIC ASSOCIATION: Took note of 2% differentiation between east and west, saying western roads needed just as much additional revenue as did eastern carriers—and they needed it just as badly; western roads are undecided about seeking more than 15% rate increase in separate case still pending before ICC.

E. V. HILL, CHAIRMAN, EASTERN RAILROADS TRAFFIC EXECUTIVE ASSOCIATION: ICC, "as usual," granted less than railroads sought although application was based on need; exceptions and hold downs drain off upwards of \$30-50 million of total revenue desired; eastern roads feel impact of 2% differentiation because some 30% of eastern road freight originates or terminates beyond eastern territory; will not go after more than 15% in still-pending case.

J. P. KILEY, PRESIDENT, MILWAUKEE: "Should have had the 7%; 5% is probably inadequate."

A. E. PERLMAN, PRESIDENT, NEW YORK CENTRAL: Increase means about \$30-33 million additional money for Central—enough to meet higher wage costs but about \$10 million less than needed to offset higher material costs.

N. E. WHITE, FREIGHT TRAFFIC MANAGER, ILLINOIS CENTRAL: Increase won't quite offset higher labor and material costs; IC needed about \$15.5 added income annually—estimates revenues from increase at about \$12 million.

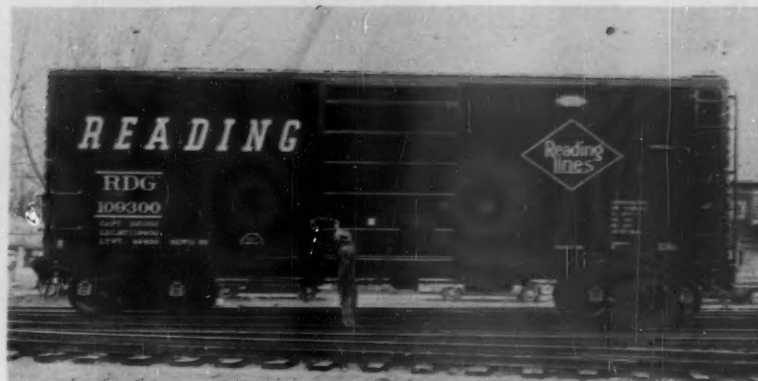
increase in interterritorial rates to and from the south, the majority said this advance was called for because of the interrelationship of rates and the effect of interterritorial revenues on the eastern and western lines. As to the "windfall" to the southern lines, the report said "it is abundantly clear on this record that the additional revenue accruing to the southern railroads . . . will not exceed their increased costs."

Meanwhile, however, the report also said that the higher interterritorial rates to and from the south would go in "without prejudice to any different conclusions that may be reached on the record made in the second phase of this proceeding." The second phase is that involving the cost-offsetting plea of southern roads which is now set for hearing January 7, 1957.

As to the third phase, which involves the undertaking of eastern and western roads to improve their rates of return, the petitioning carriers have made it clear that the 15% they sought in that connection was in addition to 7% sought in the motion now disposed of. Since less than 7% was authorized, the 15% petition may be amended in an effort to take up the slack.

As to this 15% phase, the commission said its consideration may involve exploration of the question of "some form of graded increase." That statement came at the close of the present report's discussion of suggested hold-downs and other proposals such as a flat cents-per-100-lb increase on all traffic.

Commissioner Hutchinson filed his dissenting-in-part expression to record his conviction that the authorized increases would be inadequate to meet the carriers' needs. At the same time, however, he felt that the majority had not gone far enough in giving special treatment to prod-



Reading's Box Cars to Get 'New Look'

One of the Reading's new box cars is shown with the enlarged "speed" lettering the road has adopted in its campaign to give the box-car fleet a mod-

ern appearance. Of the 3,550 new freight cars ordered by the Reading in 1955 about 1,550 remain to be delivered in 1957.

ucts of agriculture. Also, he said the majority did not fully recognize "the need to maintain rates on an equal and uniform basis throughout the country."

Commissioner Murphy's disagreement with the majority was on the matter of according "due process" to shippers using interterritorial rates to and from the south. He conceded that those interterritorial rates were "technically" involved, but insisted that an opportunity had not been accorded "southern interests" to appear and present opposition to them.

Commissioner McPherson joined in the Murphy expression, and went on to say he would have waited until after the hearing and oral argument in the southern case before passing on the plea of the eastern and western roads.

As to the increases approved, Mr. McPherson thinks they are inadequate. He would have approved the 7% proposed in the west and inter-

territorially as well as in the east. He thought such a raise would be "just and reasonable," and, furthermore, he saw "no necessity for disrupting the present rate structure of the country at this point in the proceeding."

Increase in Canada—The Canadian Board of Transport Commissioners last week authorized Canadian railroads to increase freight rates by 4% on January 1. This increase is in addition to the 7% increase granted last June after railroads had requested a general 15% rise in freight rates to offset higher operating costs.

The 11% increase will remain effective until the board makes a final decision on the 15% petition. The new rates will not apply to grain products for export, or to freight being transported through Canada between points in the U.S.

Canadian railroads also were given permission last week to increase coal rates by 18 cents a ton.

ICC Urged to Reject 45% Fare Boost

Examiner recommends 15% first-class fare increase, 5% for coach, in report on petition of eastern RR group

Examiner Oren G. Barber has advised the Interstate Commerce Commission to deny the petition of six eastern railroads, including the New York Central and Pennsylvania, for

authority to increase their first-class fares by 45%.

The examiner would have the commission authorize a 15% increase in such fares and approve the 5% coach-

fare increase proposed by the same six roads and two others.

Petitioners in the case (No. 32032), other than NYC and PRR, are the Chesapeake & Ohio, Lehigh Valley, Norfolk & Western, Pennsylvania-Reading Seashore, Pittsburgh & Lake Erie, and Reading. The LV and Reading are the two not seeking increases

in their first-class passenger fares.

As to his recommendation that the 45% proposal be rejected, the examiner had this to say: "An increase of 45% could very well have the impact feared by certain protestants, i.e., the elimination of first-class passenger service in its entirety by the petitioning carriers, thus impairing the ability to meet the needs of the national defense.

"The record is convincing that a 45% increase in first-class fares, particularly since the increases would not be universally applicable throughout the eastern district, would in all probability have such an unfavorable effect upon the volume of first-class passenger traffic so as to result in less net revenue to the petitioners than is being realized at present."

The examiner also recommended rejection of the six-road proposal to

cancel their round-trip, first-class fares. He would approve the proposed increase in excess-baggage charges, which would keep them in their present relationship to first-class fares.

Mr. Barber made no estimate of the prospective yield from the increases he would approve. He suggested that the commission might well consider authorizing the increases for an experimental period, it being clear to him that the fare basis which will yield the greatest possible revenue "can be determined with reasonable assurance only through the 'trial and error' method." This suggestion was not a formal recommendation of the proposed report, which did say, however, that the commission would no doubt welcome views of interested parties as to the feasibility of an experimental period

which would be for 18 months.

The report's review of cost evidence noted that the NYC had made a special analysis from which it reached the conclusion, "here unchanged," that the ICC's formula for separation of expenses "is a realistic appraisal of the costs which could be avoided assuming the Central were to discontinue all passenger service." Data of record indicated that the petitioners' passenger deficits of 1955 aggregated \$126,345,339, and that the 1956 deficit would be 30% higher.

In summing up, the examiner pointed out that there are in the case factors not previously present in a fare proceeding. He had in mind "The magnitude of the proposed increase in first-class fares," and the "creation of differential pricing between competing carriers."

LS&I Plans New \$10-Million Ore Dock

Diesel locomotives and ore cars would cost an extra \$4 million; project, based on need to handle increased ore tonnage for Chicago steel mills, requires reciprocal trackage rights and joint ownership of certain track with Soo Line

To facilitate low-grade ore movement from the Marquette range, the Lake Superior & Ishpeming is moving ahead with plans, first announced more than a year ago, to provide a new iron ore shipping outlet on Lake Michigan (Railway Age, Oct. 24, 1955, p. 102).

Cost of the entire project is estimated at \$10 million. In addition, new diesel locomotives and ore cars for the LS&I would cost about another \$4 million.

The project calls for a conveyor belt ore dock and an arrangement for reciprocal trackage rights and joint ownership of certain track with the Soo Line.

In a petition just filed, LS&I has asked ICC permission to acquire a half-interest in the Soo Line's 30-mile track which connects Eben Junction with Rapid River, Mich. With this arrangement, and with necessary connections and a short spur also petitioned for, the LS&I could provide a through route for hauling ore from Marquette through Eben, south to Rapid river and then to the new dock at Sterling Harbor.

New construction would consist of

a 1½-mile connection between two Soo Line branches at Rapid River, a similar connection between LS&I and Soo Line tracks at Eben Junction, and a 6-mile spur east of Rapid River to Sterling Harbor, Mich., the proposed site of the new dock.

The belt conveyor at the dock will be designed to handle low-grade concentrate and will "greatly decrease the breakage of pellets," according to J. H. Kline, LS&I president. Mr. Kline said, pending ICC approval, dock construction will begin early next year and ore shipments from the new facility will start in the spring of 1959.

"Our decision to construct an iron-ore outlet on Lake Michigan was greatly influenced by the rapidly growing steel production facilities in the Chicago area, which will mean an ever-increasing demand for iron ore," Mr. Kline said.

- SOO LINE TO ACQUIRE ONE HALF INTEREST IN LS&I
- LS&I TO ACQUIRE ONE HALF INTEREST IN SOO LINE
- LS&I TO ACQUIRE TRackage RIGHTS ON SOO LINE
- LS&I CONNECTION RAPID RIVER & SPUR TO DOCK

Ore Picture This Year—Meanwhile, freezing and sub-zero weather in the closing weeks of the year still did not prevent some Great Lakes ore boats from venturing into Lake Superior iron mining regions for final (Continued on page 10)



MARKET OUTLOOK THIS WEEK

Loadings Up 1.1% Over Last Year's

Loadings of revenue freight in the week ended December 15 totaled 716,652 cars, the Association of American Railroads announced on December 20. This was a decrease of 21,105 cars, or 2.9%, compared with the previous week; an increase of 7,520 cars, or 1.1%, compared with the corresponding week last year; and an increase of 74,773 cars, or 11.6%, compared with the equivalent 1954 week.

Loadings of revenue freight for the week ended December 8 totaled 737,757 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS For the week ended Saturday, December 8			
District	1955	1955	1954
Eastern	120,061	121,759	107,746
Alleghany	140,425	145,486	117,832
Pacahontas	65,595	62,225	50,511
Southern	134,512	132,846	120,778
Northwestern	91,257	78,305	79,516
Central Western	127,985	123,300	119,162
Southwestern	57,922	57,597	57,986
Total Western Districts	277,164	259,202	256,664
Total All Roads	737,757	721,518	653,531
Commodities:			
Grain and grain products	52,941	47,257	48,514
Livestock	7,622	11,757	9,980
Coal	148,157	151,643	127,496
Coke	13,543	13,476	9,287
Forest Products	42,333	44,265	43,672
Ore	40,326	20,969	15,528
Merchandise l.c.l.	56,130	60,758	60,879
Miscellaneous	376,705	371,393	338,175
December 8	737,757	721,518	653,531
December 1	752,150	723,786	661,777
November 24	650,920	671,950	583,520
November 17	763,876	766,216	697,346
November 10	772,761	792,042	708,749
Cumulative total, 49 weeks	35,939,382	35,689,008	32,182,453

IN CANADA.—Carloadings for the nine-day period ended November 30 totaled 109,623 cars, compared with 83,749 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
November 30, 1956	109,623	42,364
November 30, 1955	108,175	40,747
Cumulative Totals:		
November 30, 1956	4,094,121	1,598,621
November 30, 1955	3,754,626	1,504,153

New Equipment

FREIGHT-TRAIN CARS

► **November Deliveries Highest Since October '53.**—New freight cars delivered in November totaled 6,695, highest number delivered in any one month since October 1953 and eighth time in past nine months that deliveries exceeded 5,000, ARCI and AAR report; October deliveries amounted to 5,666 and November 1955 deliveries to 3,427; new freight cars ordered in November totaled 4,172, compared with 6,532 in October and 51,066 in November 1955; December 1 backlog was 119,626, compared with 122,250 on November 1 and 109,370 on December 1, 1955.

Type	Ordered Nov. '56	Delivered Nov. '56	On Order Dec. 1, '56
Box—Plain	0	2,866	36,921
Box—Auto	0	0	1,900
Flat	432	316	4,300
Gondola	37	796	12,842
Hopper	2,705	952	41,017
Covered Hopper	523	411	7,605
Refrigerator	0	470	4,934
Stock	100	0	100
Tank	313	737	6,912
Caboose	0	10	95
Other	62	137	3,000
TOTAL	4,172	6,695	119,626
Car Builders	1,622	4,322	58,409
Company Shops	2,550	2,373	61,217

► **Virginian.**—Ordered 500 70-ton hopper cars, Bethlehem Steel; delivery scheduled to begin August 1957.

LOCOMOTIVES

► **Canadian National.**—Ordered 222 diesel-electric units costing \$44,700,000; General Motors Diesel, Ltd., will build ten 2-unit passenger locomotives (for assignment to "Maritime Express" between Halifax, N.S., and Montreal, and to passenger trains between Sydney, N.S., and Halifax), 84 1,750-hp and 18 1,200-hp road-switchers, and ten 900-hp yard switchers; Montreal Locomotive Works will build 56 1,800-hp and five 1,000-hp road-switchers, and 29 1,000-hp yard switchers; delivery, expected early next year, will complete five-year plan of dieselizing specific runs and services, and plan of completely dieselizing territories, starting from east and west coasts, will begin.

SPECIAL

► **Three RRs Order ACF Trailer Hitch.**—New retractable trailer hitch manufactured by ACF Industries will be tested in piggyback service by three railroads; the Burlington has ordered 10, the Santa Fe one, and the Western Maryland two of the special tie-down devices (Railway Age, Dec. 17, p. 55).

New Facilities

► **Baltimore & Ohio.**—Ordered from General Railway Signal (Continued on page 10)

MARKET OUTLOOK (continued)

Company equipment for installation of 43.2 miles of centralized traffic control between Washington, Ind., and Mitchell, and a relay-type interlocking at Patterson Creek, W. Va., to remotely control Okonoko and McKenzie interlockings; additional signaling will be installed between Orleans Road and Okonoko, W. Va.

► **Bangor & Aroostook.**—New building to be constructed on BAR's land on Main street in Presque Isle, Me., at approximate cost of \$500,000, will contain new railroad station, road's northern Maine sales office, Western Union office and retail stores; present railroad station, sales office and Western Union building will be torn down; after new building is completed, area surrounding it will provide parking space for railroad patrons and building's retail establishments.

► **Northern Pacific.**—Will relay 87 miles of main line track, including 50 miles of continuous-welded rail, in 1957 (cost not specified); branch and secondary track will cost \$5 million and ballast \$1½ million.

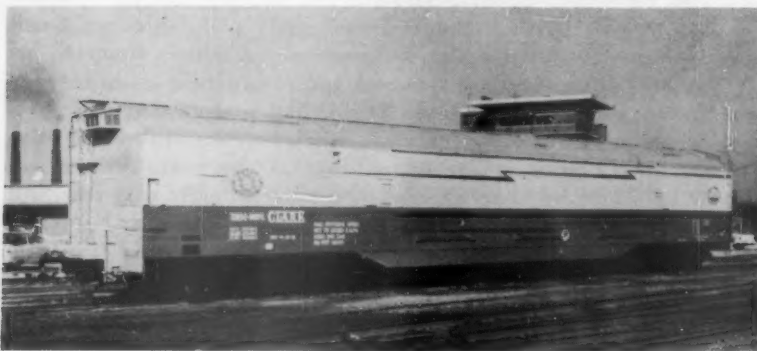
► **Pittsburgh & Lake Erie.**—Ordered from Union Switch & Signal-Division of Westinghouse Air Brake Company equipment to install 30 miles of CTC between Aliquippa, Pa., and Wampum; installation will permit retirement of about 15 miles of track; train movement will be remotely controlled from 15-ft type C control machine to be installed at Aliquippa.

(Continued from page 8)
cargoes. Most ore carriers had discontinued operations about mid-December.

At northern ore docks, railroads servicing the mining region thawed carloads of frozen iron ore for trans-

fer from railroad ore cars to ships.

Because of strikes last summer, total ore movement for 1956 fell somewhat short of expectations. With an extended shipping season and with imports, however, winter stockpiles generally are expected to



6,200-kw. Mobile Power Plant Goes to Mexico

Mexico's Federal Electric Power Commission has received this mobile 6,200-kilowatt gas turbine-electric power plant. The single-car unit was built by the Clark Brothers Company, a division of Dresser Industries, Inc., at Olean, N. Y. It can generate enough electricity for a city of 20,000, and can be moved by rail at 60 mph. The

car is 85½ ft long and weighs nearly 232 tons. The Mexican government plans to use it to meet power emergencies more efficiently than can be done with mobile steam turbine plants, which require a water supply. The U.S. Navy has a similar unit which develops 5,500 kilowatts (Railway Age, July 18, 1955, p.18).

prove adequate. November shipments on the Great Lakes were the second highest on record.

Next year may bring even greater demands for both rail and ship ore carriers in the Great Lakes region. With ever-increasing demands for the raw material, industrial processes have been developed which make possible economic processing of low-grade ores. Last October the first shipment of this ore—concentrated and pelletized—found its way south to Chicago steel mills from huge low-grade jasper deposits in northern Michigan's Marquette iron range. The new LS&I facilities will service this area.

It is expected that development of low-grade ore deposits will increase rapidly during the next few years. Tonnages of the pelletized variety may even rival the movement of high-grade unprocessed underground ore.

Two RR Insurance Groups Unify Operations Jan. 1

A new organization of 26 companies for cooperative writing of fire and related types of insurance on railroad properties has been set up.

Called Railroad Insurance Underwriters, the organization replaces two separate groups: Railroad Insurance Association of New York, which had 21 member companies; and Railway Underwriters, which had five members.

The new group will begin operations January 1. Its headquarters will be at 55 John street, New York City.

Chairman of the new organization is Felix Hargrett, vice-president of the Home Insurance Company. The manager is Theodore W. Adams, who has been manager of the Railroad Insurance Association.

Union Station Seeks Air Terminal Bid

The railroads which own Chicago's Union Station have offered space to the city's airlines for a downtown passenger terminal.

The offer by the Pennsylvania, the Burlington and the Milwaukee brings a second rail terminal into the search for suitable airline space. The Chicago & North Western has also offered space in its Madison Street Station.

The Union Station proposal would

include building a new floor at street level over the main concourse and providing off-street parking and loading areas over the train sheds. Under the plan, the cost of the air terminal would be borne by the airlines.

Airline representatives have indicated that a decision might be made this month.

Rails Handling Bulk Of Christmas Mail

The Association of American Railroads said on December 20 that the railroads had then "reached their peak in expediting the bulk of what the Post Office Department describes as probably the largest volume of Christmas mail in peacetime history."

The statement had Post Office figures indicating that postmen will have delivered in December more than 5¾ billion non-local greeting cards and packages. "More than 80%" of them were to reach their destination by rail, the AAR said. It added:

"Sacks of Yuletide mail to be



Southern Gets New 'Brain'

Harry A. DeButts (left), president of the Southern, and L. H. LaMotte, executive vice-president, International Business Machines, press buttons at the road's computer center in Atlanta, Ga., to set in motion a new "electronic brain" known officially as the IBM 705, Model II, Electronic Data Processing Machine. The latest, largest and fastest of its breed, the 705 will occupy a 47-by 68-ft room and will "remember" any one of 40,000 characters of information in 17 millionths of a second. It will be used for preparation of sales information on traffic statistics, ICC reports and statistics, and payroll processing.

1957 EXPENDITURES SHOULD EQUAL THE \$1.3 BILLION SPENT IN 1956, SAYS FARICY

William T. Faricy, president of the Association of American Railroads, has issued the following statement on 1956 operations in the railroad industry:

With increased operating expenses and taxes more than offsetting gains in operating revenues, net income of Class I railroads in 1956 was 5.6% less than in 1955, and the rate of return on net investment declined from 4.22% to 3.95%.

The railroads in 1956 spent about \$1.3 billion on additions and betterments to plant and equipment, an increase of more than \$400 million over the amount expended for this purpose in 1955. This brings the carriers' total capital expenditures since the close of World War II to more than \$12 billion.

Of the total amount expended on plant and equipment in 1956, a third or more went toward expanding and improving the freight-car fleet. An estimated 55,000 new cars were placed in operation during 1956. The railroads enter the new year with orders on the books for approximately 110,000 new freight cars, costing nearly \$900 million, and indications are that expenditures for improved plant and equipment of all kinds in 1957 will total as much as in 1956.

Freight traffic revenue in 1956 showed a moderate increase over 1955 and, for the first time since 1952, the downward trend in passenger traffic revenue was arrested. All other revenues derived from operations, considered as a group, showed an increase in 1956.

Total carloadings in 1956 are es-

timated at 37,775,000, representing an increase of 140,000 cars, or 0.4%. Revenue ton-miles of freight increased 4.2% to 650 billion. Revenue passenger-miles amounted to 28.5 billion, a fraction below 1955.

Total operating revenues in 1956 are estimated at \$10.6 billion. Of this total, freight accounted for \$8,995,000,000, an increase of 5.4% over 1955; passenger traffic \$755,000,000, an increase of 1.6%, and other revenues, \$850,000,000, a gain of 3%.

Total operating expenses in 1956 amounted to \$8,155,000,000, an increase of \$509 million. This gave the railroads an operating ratio of 76.93% against 75.66% in 1955.

Taxes paid by the railroads in 1956 will amount to \$1,130,000,000, an increase of 4.6%.

Net railway operating income, before charges, totaled \$1,065 million in 1956, as against \$1,128 million in 1955, giving a rate of return on net investment of 3.95% in 1956, compared with 4.22% in the preceding year.

Net income after deductions for fixed and contingent charges and miscellaneous items is estimated at \$875,000,000 in 1956, a decline of \$52,000,000 under 1955. Since the low rate of return on railroad investment, averaging less than 4%, precludes general use of equity capital in financing improvements in plant and equipment, the railroads must look to this net income not only for dividends and reserves but also for much of the financing of the program of capital improvements which is essential to the growth and strength of the railroads and of the nation they serve.

shuttled across the country this month will exceed 56,500,000, with each sack containing more than 100 gift parcels and letters . . . By the time the job is completed the railroads alone will have been called on to supply more than 3,000,000 lineal feet of mail-car space. This

footage is equivalent to more than 50,000 standard-size mail cars measuring over 60 ft in length.

"Aside from expediting billions of packages and letters, the railroads are transporting thousands of cars of express and freight loaded with Christmas merchandise."

New L&N Carload Service to Cut Costs

The Louisville & Nashville has begun a new transportation service—called "Trans-Loading"—for certain carload shipments moving over its lines through Nashville, Tenn.

L&N traffic officers say the new service will eliminate costly delays to consignments beyond a first stop-off point (ordinarily, of course, a stop-off at one point delays all other

shipments on a train); reduce labor costs involved in handling and re-handling; afford better inventory control and permit better planned production; and reduce chances of damage in transit.

Trans-Loading works like this: A shipper may have customers at Birmingham, Ala., Montgomery, Mobile and New Orleans, or intermediate

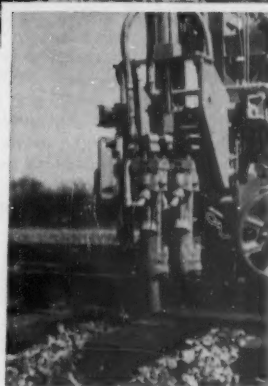


REDUCES SPIKE DRIVING COSTS SO DRAMATICALLY

Here is the means to substantial savings in spike driving costs in tie replacement and laying new rail. SpikeMaster nips the tie up firmly against the rails, then drives four spikes—one on either side of both rails.

With a speed of better than six ties per minute, the SpikeMaster uses only an operator and laborers for setting spikes in the tie plates.

Machine can be used with either rail or anchor spikes. It drives spikes only in a straight line and can be used on pre-bored or non-bored ties.



While two sets of nipping tongs hold tie firmly against the base of the rails, four pneumatic guns drive spikes. Guns are adjustable for all standard tie plate punching and spikes cannot be over-driven.

Write for Bulletin S-55

Railway Maintenance Corporation

PITTSBURGH 30, PA.

McWilliams Mole, Super Mole . . . McWilliams Tie Tamper, Crib Cleaner, Ballast Distributor . . . TieMaster . . . LineMaster . . . SpikeMaster . . . Tie Unloader . . . BoltMaster . . . GravelMaster

points, who individually cannot use a carload of his products, although collectively they could. In such a case, a shipper may load a car at any point north, west or east of Nashville—just so the L&N receives it at Cincinnati, Louisville, Evansville, or East St. Louis—with shipments consigned to as many as four points and with shippers or receivers getting the benefit of carload rate.

When such a car arrives at the L&N's Radnor freighthouse near Nashville it will, at the shipper's request, be "trans-loaded." For example, should the car have shipments consigned to the three Alabama cities mentioned above, each shipment is trans-loaded into a separate car and sped to destination by the next fast freight. A New Orleans shipment, or shipments, remains in the original car.

The new service involves no extra charge. Also, if a shipper has two or more smaller consignments for any of the stop-off points, or the final destination, he may combine them and avail himself of the road's "split-delivery" privileges. Although delivery points, in general, are confined to L&N lines south of Nashville, shipments may also be billed in some cases to destinations on other lines.

Railway Express Agency Postpones LCL Rate Hike

A 4% increase in less-carload rates, already authorized by the Interstate Commerce Commission, was confirmed for the Railway Express Agency last week when the ICC voted not to suspend them.

The increase, authorized by the commission's three-man rate division, originally had been scheduled to become effective December 17. The Department of Agriculture and various shipper groups opposing the increase requested the full commission to reconsider the matter and the REA delayed the effective date to permit time for review by the commission.

O. L. Mohundro Retires

Otis L. Mohundro retired November 30 from the staff of the Interstate Commerce Commission where he was a hearing examiner in the Bureau of Formal Cases. He was in government service for 38 years, having begun with the United States Food Administration in 1918.

In its announcement of his retirement, the commission referred to Mr. Mohundro as an "outstanding hear-

ing examiner," and "noted lecturer and author in the transportation field." His service with the commis-

sion included tours of duty as aide to former Commissioners Thomas F. Woodlock and Charles D. Mahaffie.

RRs Implement 'Conelrad' Defense Plan

Over 110 railroads purchasing special radio receivers and setting up procedures to help prevent 'sneak' enemy attack

To prevent enemy aircraft from using radio stations for direction finding in time of war, the federal government has established an alerting system—"Control of Electro-Magnetic Radiation"—known as Conelrad.

More than 110 railroads are setting up procedures and purchasing special receivers to "pick up" Conelrad alert warnings broadcast by commercial radio stations. The Federal Communications Commission has directed that railroads comply with Conelrad requirements by January 2, 1957.

The United States has been divided into 16 air defense zones, or geographic areas, as part of the Conelrad plan. Several commercial radio broadcasting stations in each zone have been designated to broadcast

Conelrad alert warnings. To receive the warnings, railroads have installed special radio receivers in certain major offices on their lines.

The special receivers are "on" continuously, but the loudspeaker is silenced automatically except when a Conelrad warning is being received. The receiver-loudspeaker is "turned on" by a code signal transmitted by the commercial radio stations. This code may also be used to actuate a warning signal—such as a bell, a light, or both—at the railroad office.

When a Conelrad alert warning is received by the chief dispatcher, he immediately informs all other trick dispatchers who in turn notify all wayside radio stations via the dispatchers' telephone circuit. The chief dispatcher telephones the alert to all yard and terminal radio station op-

erators in his immediate jurisdiction.

All radio station operators—yard and terminal, train-to-wayside, car inspection and car checking—will broadcast the radio alert warning to all mobile units within their range. Mobile units out of range of a base station are notified by telephone, telegram, train order or any other means available. All radio stations are to remain "off the air" except in extreme emergency, when short radio messages may be broadcast, providing no station identification is given.

September Accidents

The ICC has made public its Bureau of Transportation Economics and Statistics' preliminary summary of railroad accidents for September and this year's first nine months. The compilation, subject to revision, follows:

Item	Month of September		9 months ended with September	
	1956	1955	1956	1955
Number of train accidents*	740	699	7,015	6,319
Number of accidents resulting in casualties	41	34	377	350
Number of casualties in train, train-service and nontrain accidents:				
Trespassers:				
Killed	80	82	612	618
Injured	92	64	687	620
Passengers on trains:				
(a) In train accidents:				
Killed	..	..	43	4
Injured	49	26	951	352
(b) In train-service accidents:				
Killed	..	..	7	8
Injured	133	159	1,254	1,310
Travelers not on trains:				
Killed	..	..	?	4
Injured	53	56	615	615
Employees on duty:				
Killed	25	33	167	178
Injured	1,506	1,543	13,977	13,236
All other non-trespassers:**				
Killed	123	126	959	996
Injured	371	413	3,662	3,755
Total—All classes of persons:				
Killed	228	231	1,790	1,808
Injured	2,204	2,261	21,146	19,888

*Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former caused damage of \$375 or more to railway property. Only a minor part of the total accidents result in casualties to persons, as noted above.

**Casualties to "Other non-trespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties for all classes of persons, including both trespassers and non-trespassers, were as follows:

Persons:				
Killed	103	121	913	912
Injured	261	273	2,567	2,533

Merger Opposition Mighty Scarce Among Shippers

Page from Louisville & Nashville presentation to ICC in support of its bid for permission to merge with Nashville, Chattanooga & St. Louis, portrays minimal opposition to plan. Further argument was that consolidation foes are localized in parts of Nashville out of whole L&N-NC&StL territory. Anticipated annual savings from merger were estimated at no less than \$3,243,123.

SHIPPERS SUPPORTING VERSUS THOSE OPPOSING THE PROPOSED MERGER

"The public interest, however, is the aggregate of many individual and community interests."
—Chattanooga Railway Loan, 80 L.R.C. 113, 115.

SUPPORTING

Ohio Valley Transportation Advisory Board
200 Shippers' Leaders

Northeastern Shippers Advisory Board
450 Shippers' Members
(including 14 Nashville Shippers)

Atlantic Freight Bureau
570 Shippers' Members

Chattanooga Manufacturers Assn.
15 Members

Louisville Chamber of Commerce
Transportation Committee
—specifically 26 large shippers

Also individual shippers located at:

- Atlanta City, Ala.
- Birmingham, Ala.
- Chattanooga, Ala.
- Cornell, Tenn.
- Columbus, Tenn.
- Greenville, Tenn.
- Jackson, Tenn.
- Jasper, Tenn.
- Memphis, Tenn.
- Mt. Pleasant, Tenn.
- Nashville, Tenn.
- 17 shippers
- Pitts. Tenn.
- Spokane, Tenn.
- Union City, Tenn.
- Waco, Tenn.
- Atlanta, Ga.
- Cornellville, Ga.
- Dallas, Ga.
- Louisville, Ky.

And one shippers' attorney & Co.
and 40 shippers and 40 branch houses
as well as 10 L. & N. and R. C. & St. L.

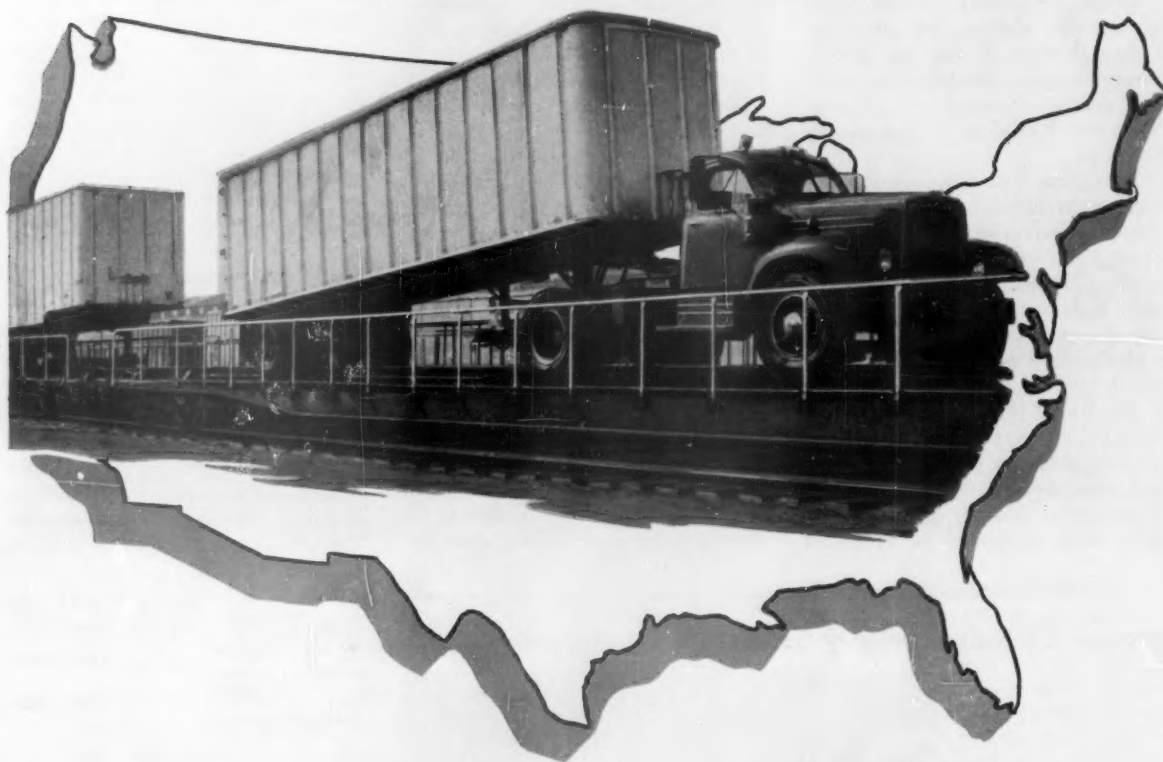
OPPOSING

7 Shippers at Nashville
take an operator of a train, railroad truck personnel

PIGGY-BACK, Inc.

"GUIDED LOADING"

is really going places!



ON THE—

NEW HAVEN

KANSAS CITY SOUTHERN

BOSTON & MAINE

SOUTHERN PACIFIC

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70 Pine St., New York 5, N. Y.

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HERE'S HOW...

Piggy-Back Inc.'s revolutionary "floorless" flat cars with "guided loading" will slash time and expenses for a quintet of the nation's top railroads:

- Low-cost 79'6" Piggy-Back, Inc. standard car costs and weighs about the same as regular 40 ft. flat car
- Better clearances with Piggy-Back's low, modern cars
- "Guided Loading," special tie-down devices cut terminal handling speeds 4 to 6 times
- "Guided Loading," and fast tie-down eliminate yard switching
- Shock absorbing tie-down protects trailer and lading against shock

PIGGY-BACK



PRR Uses Film to Tell RR Story to Commuters

Reasons behind the Pennsylvania decision to consolidate two of its North Jersey Coast trains were explained to patrons last week through the medium of a motion picture featuring the railroad's president, James M. Symes, which was shown in a special "class room on wheels" attached to the trains.

A petition to discontinue Train No. 710 and divert most of its passengers to Train No. 712 is pending before the New Jersey Board of Public Utility Commissioners.

The "classroom on wheels" was actually a standard passenger coach specially equipped with projector, screen and blacked-out windows, which is normally used for safety and other instruction of employees at outlying yards and shops. Last week was the first time it had been used to show a motion picture to passengers in transit.

Following each of the screenings, which took about 16 minutes, PRR passenger representatives queried the viewers as to their opinions about the film, and whether it had increased their understanding of the railroad's financial and operating problems. Passengers also were asked to list any questions which they feel need further clarification.

After mentioning the increasing passenger deficits, citing various obstacles the railroad industry faces in subsidized competition from airlines and highways, and denying reports that the PRR is trying to get out of the passenger business, Mr. Symes said "We are doing our best to preserve our passenger business and to put it on at least a break-even basis."

"We are going to continue to try to reduce the number of train miles we operate because in many places we are serving a bus load of people with a train—and its high cost of operation, maintenance, and wages. Such trains, responsible as they are to our passenger deficit, represent a small percentage of the total number of trains we operate. On most of our trains the only solution to the problem is to get more revenue. We must try to do that in two ways: higher fares and more customers."

"Another way to cut our costs," Mr. Symes stated, "is to develop passenger coaches that cost less to buy, less to operate and less to maintain. We have been working very hard on this engineering problem. Most of you

are familiar with the two experimental lightweight trains we now have in service. Neither of them seems to be the ultimate answer to what we are looking for. I am happy to report, on the other hand, that we have seen designs for another passenger coach that looks very encouraging both for regular service and commutation service.

"Our multiple-unit equipment for commuter service is getting old and is expensive to maintain. We have a pressing problem there to start buying

new equipment. During the next five or ten years we have to completely replace a large part of our equipment for commuter service in the New York and Philadelphia areas and we expect to start doing this as soon as the new type coach I mentioned is developed and tested.

"This will take millions of dollars—and is a further reason why we must do everything possible to put our overall passenger business at least on a break-even basis."

Railroad Hiring Bias Study Slated

Railroads serving New York and New Jersey are expected to participate with a bi-state organization next year in a study and determine if their hiring practices are discriminatory.

Following a conference with the New York-New Jersey anti-discrimination commissions, the railroads issued a statement to the effect that they are now and have been for some time in compliance with the anti-bias laws of the two states and that they intend to continue to conform in the future.

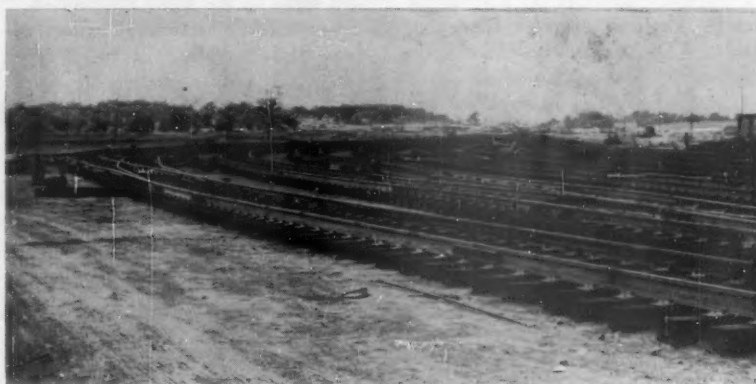
Commissioner Elmer A. Carter of the New York State Commission Against Discrimination said that none of 17 participating roads and one observing road disagreed with the overall "necessity, desirability and willingness" to comply with the laws banning racial or religious discrimination in employment.

He said the New Jersey anti-bias

commission had instituted a study of railroad hiring practices some time ago and was subsequently joined in its undertaking by the New York commission. Together, during the period April 15, 1957, to June 15, 1957, they will make a "factual" study of railroad hiring practices in the two states, Mr. Carter said.

This will involve, he said, participation by the carriers themselves in producing records needed to show what he called the "sources of recruitment of employees in various job categories." This would deal especially with the hiring of Negroes, he said.

While Mr. Carter said this was only one of many studies made by either of the two state bodies, railroads are a "special area because historically they have had a tradition of hiring on the basis of race and color and on the basis of exclusionary clauses" in



Frisco to Open Tennessee Yard Next April

Track construction is nearing completion in the Frisco's 300-acre, \$10-million Tennessee Yard near Memphis. Scheduled to be put into service next April, the new installation will feature 50 classification tracks and an exten-

sive switching and retarder system to speed car classification. Final construction will include diesel servicing and engine washing facilities, ice docks, signal shop, repair shop and a 50-bed hotel for operating personnel.



Santa Fe Chicago Ticket Office to Get Teleregister

Santa Fe's Chicago travel center (above), recently enlarged and remodeled, speeds service by enabling passengers to make complete ticket arrangements on the ground floor. An extended sales counter, the ticket

counter and the "will call" department are now on the same level. Space has been reserved also for a new Teleregister electronic reservation system which will be installed in the office sometime next year.

their labor contracts. The states, he said, "cannot ignore" a subject which has been a source of so much attention as, the commissioner said, railroad hiring practices have been.

Railroad brotherhoods are expected to be consulted during the study and preliminary work before next April, Mr. Carter said. They did not participate in the recent conference.

ICC Elects Clarke Chairman for 1957

Commissioner Owen Clarke has been elected chairman of the Interstate Commerce Commission for a one-year term beginning January 1.

His election was pursuant to the commission's long-standing policy of rotating the chairmanship among its 11 members annually on a seniority basis. He will succeed Chairman Anthony F. Arpaia, who will remain a member of the commission.

The commission also has announced that assignments of its members, effective January 1, will be as follows:

Division 1 (Motor Carrier)—Commissioners Everett Hutchinson (chairman), Lawrence K. Walrath and Donald P. McPherson.

Division 2 (Rates, Tariffs and Valuation)—Commissioners Howard G. Freas (chairman), John H. Winchell and Robert L. Murphy.

Division 3 (Rates, Service and Safety)—Commissioners Kenneth H. Tuggle (chairman), Murphy, and Robert W. Minor.

Division 4 (Finance)—Commissioners Richard F. Mitchell (chairman), Arpaia and Winchell.

Mr. Clarke, as commission chairman, will be ex-officio chairman of the commission's two committees—Legislation and Rules. Other members of the former will be Commissioners Arpaia and Minor while Commissioners Winchell and Hutchinson will serve on the Rules Committee.

Commissioners through whom offices and bureaus will report are: Chairman Clarke, managing director's office and offices of the secretary and general counsel; Commissioner Arpaia, Bureau of Accounts, Cost Finding and Valuation; Commissioner Mitchell, Bureau of Finance; Commissioner Murphy, Bureau of Formal Cases; Commissioner Minor, Bureau of Inquiry and Compliance; Commissioner Hutchinson, Bureau of Motor Carriers; Commissioner Freas, Bureau of Rates, Tariffs and Informal Cases; Commissioner Tuggle, Bureau of Safety and Service; Commissioner McPherson, Bureau of Transport Economics and Statistics; and, finally, Commissioner Walrath, Bureau of Water Carriers and Freight Forwarders.

LI to Raise Its Fares Jan. 3

The Long Island will increase its passenger fares by an average of 5.4% on January 3.

The railroad development law under which the LI has been operating since August 12, 1954, gives the road the right to make emergency fare changes to produce sufficient revenue for operating expenses and rehabilitation costs. The New York State Public Service Commission can hold a hearing and, if it should decide the increase is higher than needed, the fares can be ordered cut back.

"We manufacture only one product — transportation," Thomas M. Goodfellow, LI president and general manager, said, "and, despite steadily increasing economies and efficiencies, it's going to cost us approximately \$3,000,000 more to produce that product next year. With no profits to trim and no reserve funds to dip into, we have no choice but to do what virtually every other manufacturer already has done."

The LI's payroll is going up more than \$2,500,000 a year, Mr. Goodfellow added, and higher material costs will boost the road's added expenses to about \$3,000,000. The passenger-fare increase will cover about \$2,500,000 of that amount, and pending freight-rate increases are expected to produce the remainder.

NYC Officer-Grooming To Go Modern

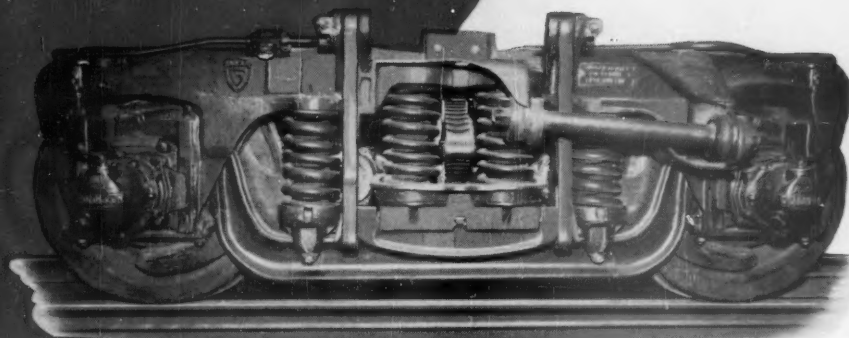
New York Central management development processes are just getting into the "antique" stage, the road's director of management development, William Oncken, said in New York City recently. He added that he expects the road will get into the "period" phase soon and hopes it will eventually reach the "modern" level.

Mr. Oncken, who was appointed to the NYC post last summer (Railway Age, July 2, p. 45), told the Metropolitan Chapter of the Management Development Study Group that the Central's "decentralization" of management is vitally tied up with the progression of the road's leaders. He said the "decentralization" program tended to offset "insular" attitudes within some departments by (Continued on page 36)

Progress in lightweight equipment!



Built by Budd



The New P.R.R. "Keystone" Rides Smoothly, Safely on **COMMONWEALTH 4-WHEEL TRUCKS**

The revolutionary Pennsylvania "Keystone" train features Commonwealth 4-wheel trucks with outside spring suspension and large central bearings on all cars. Designed to meet the requirements of this lightweight equipment, the trucks have a shorter wheelbase and are lighter in weight, but maintain *all* the advantages and proven principles of the modern standard 4-wheel truck.

The one-piece cast steel truck frame provides great strength and safety with minimum weight. Outside

spring suspension assures better, more comfortable riding at all speeds and provides a wider spring base thereby reducing car body roll. Inspection and maintenance are simplified. Central bearings control truck shimmy and increase mileage between wheel turnings.

Whatever your requirements, in conventional or lightweight equipment, equip your cars with Commonwealth 4-wheel trucks for the utmost in passenger comfort and substantially lower maintenance expense.

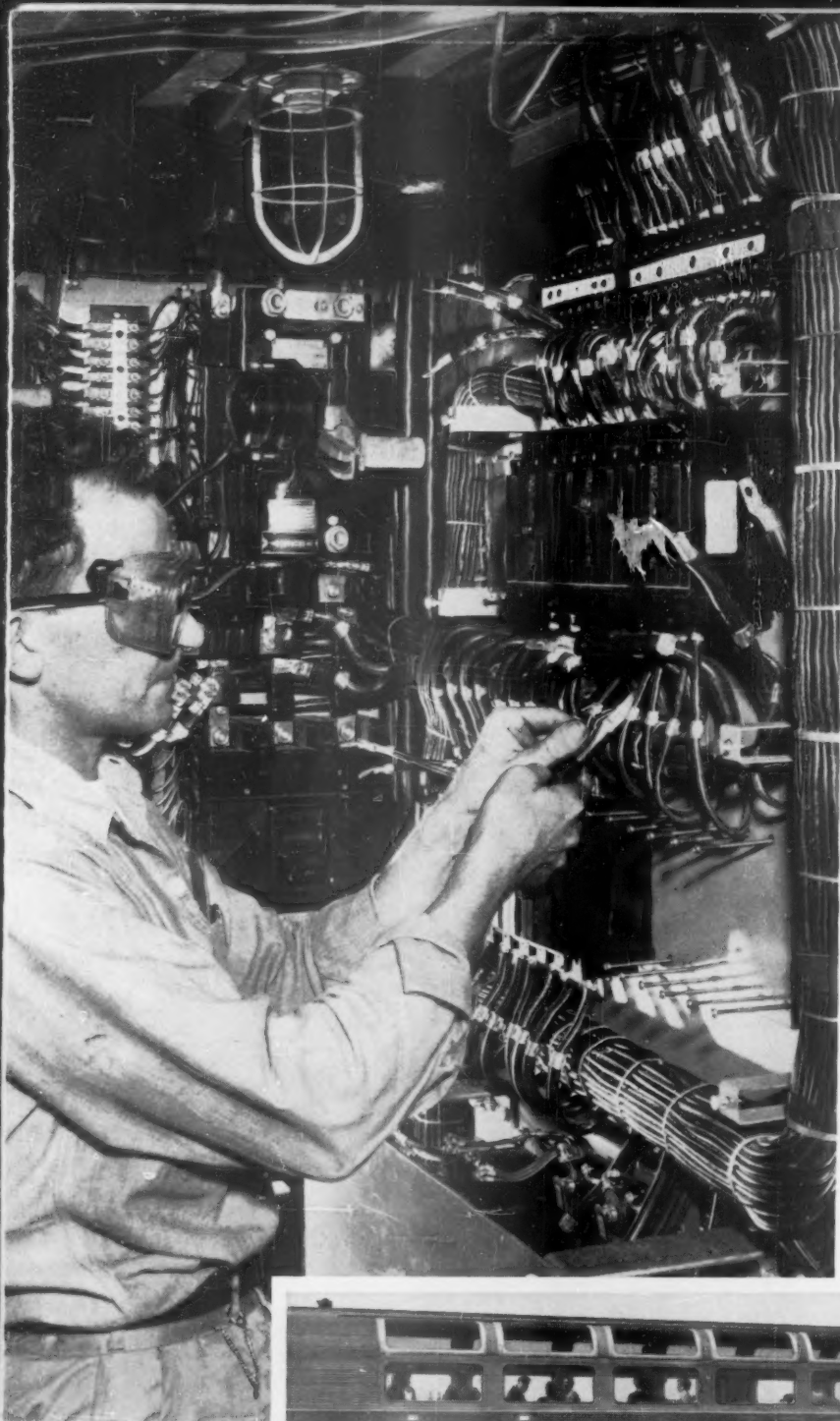


GENERAL STEEL CASTINGS

GRANITE CITY, ILL.

EDDYSTONE, PA.





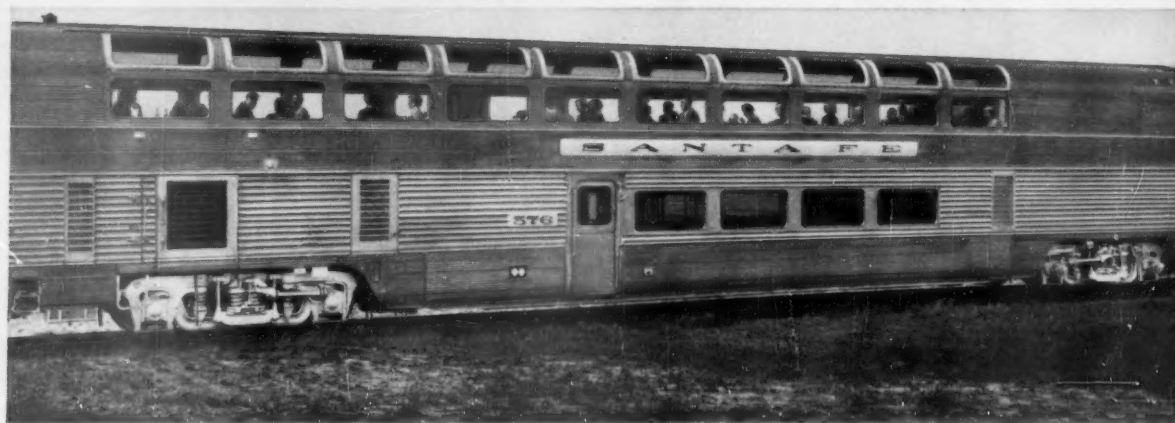
Santa Fe's new "Hi-Level" El Capitan is wired with Okonite-Okoprene

Heading out of the Budd shops and into transcontinental service has come the new "Hi-Level" El Capitan, an example of the Santa Fe's exacting standards for passenger comfort and convenience.

Many of the advanced features on this new luxury liner such as the service elevators, P.A. system, air conditioning and electric cooking, as well as the lighting, heating and other facilities, depend on electrical power. To provide long-lived circuit dependability, El Capitan is wired with Okonite-Okoprene car wire. This composite mold-cured insulation and sheath provides the electrical strength and mechanical toughness that Santa Fe considered necessary for this important new train.

The "Hi-Level" El Capitan typifies the reliance that Santa Fe, and over 100 other Class I railroads, place on Okonite cables for signal, communication, power, portable, car and diesel electric locomotive circuits that must not fail.

For further information about cables that have been developed specifically for railroad use, call your Okonite representative or write for Bulletin RA-1078 to The Okonite Company, Passaic, N. J.



This "Hi-Level" Sky Lounge is one of 47 new cars recently built by The Budd Co. for the Santa Fe's new El Capitan. Wired throughout with Okonite-Okoprene car wire, El Capitan is in daily service between Chicago and Los Angeles.



where there's electrical power... there's **OKONITE CABLE**

Time to Work on Resolutions for '57

Those of us who are concerned with the railroads' future could do well to face the fact that 1956 has seen mighty little *tangible* progress toward the solution of the big questions of railroad industry policy—issues on which the future prosperity of the industry depends.

Of course, some progress was made in the domain of industry policy in 1956—but it was mostly intangible—progress in the discussion stage only. Great questions—such as car supply, passenger service profitability, rate and market policy, reform in regulation—still remain unanswered. On the other hand, probably no other twelve months in railroad history have witnessed such a ferment of new ideas and animated discussion of fundamental questions—with the possible exception of the period of debate over government ownership following World War I. This year's flood of prescriptions, ideas, arguments, analyses—and what have you—holds the highest promise for definite advance, in the future. But promise and hope for improvement are not the same thing as improvement itself.

Technology Goes Ahead

In areas outside the questions of major policy, of course, progress went on steadily, as usual. The technologists have a way of getting things done! The reason, of course, is that—once engineers and technicians agree on what ought to be done, and can find the money to do it—practically nobody gives them an argument. So the railroads are getting their improved motive power and rolling stock, their modernized communications, their near-automatic yards, their mechanized maintenance, and more efficient signaling. There is little or no disagreement about such projects. They move steadily forward. The only reason they don't move faster is the shortage of money—which is scarce because of the delay in answering some of the major policy questions.

Among these policy issues, there are a few which could be settled by the railroads themselves—but most of them require the assent or collaboration of regulators, legislators and customers. It is mighty hard to get this "outside" collaboration, unless railroad people themselves are pretty much in agreement as to the principles and practices they believe to be necessary; and, also, as to the methods they should use in inducing the "outside" collaboration they need.

The difficulty of achieving agreement "inside" the railroad industry on many of these policy questions does not arise from any fundamental disagreement among railroad people on the questions themselves—but rather

in the order of priority which different railroad people would ascribe to a large list of objectives.

Action is postponed while railroad people seek to persuade each other into a *considerable degree of agreement* on the order of importance of these various objectives. But mightn't it be better to start out with the No. 2 or No. 3 objective, rather than to delay indefinitely the achievement of any of them, because it is so hard to decide which ought to be No. 1? After the order of importance of the various objectives is agreed to, there remains the further equally difficult question of agreeing upon which is the best of several alternative methods of working toward these goals.

Need More Skill at Cooperation

The railroad industry is unique in that there are so many vital questions in which intercompany collaboration is unavoidable—hence the supreme importance of development within the industry of techniques and attitudes of mind which will induce collaboration. Chrysler and Ford can fail to see eye to eye, and the automotive industry will go forward about as usual—but if important segments of the railroad industry do not agree with each other on these important questions, then the whole industry is retarded.

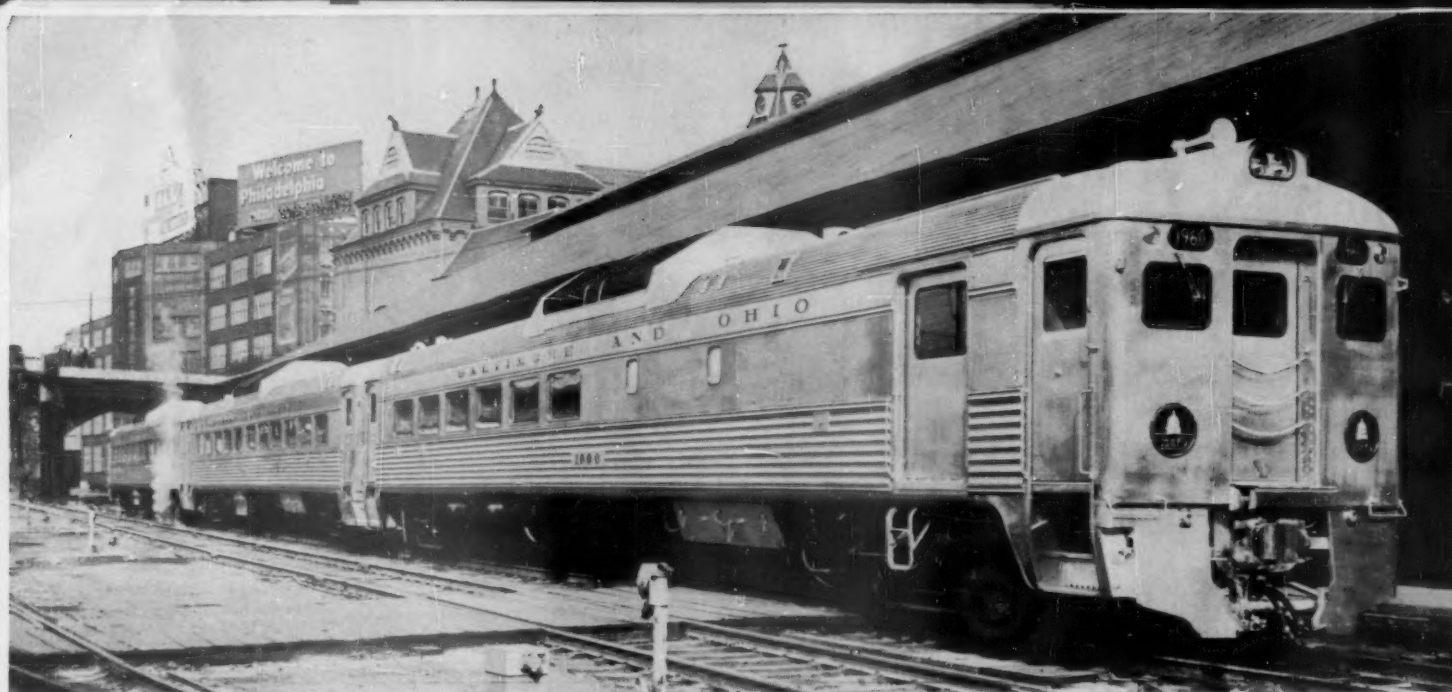
It is a most heartening sign that this vital peculiarity of the railroad industry is getting wider recognition. The coming year ought to be one in which action will begin to parallel the need for it—on such issues as car supply, rate and market policy, adequacy of service, passenger service profitability, regulatory reform; and methods of securing public understanding of these issues.

THIS PAGE IS MOVING—

Effective with our next issue—January 7—and thereafter, our editorial discussion of vital industry policy questions will appear regularly on the page facing the inside back cover. This position will be easier for our readers to locate, and conforms to the practice of other progressive weekly news publications.

Railway Age is a 52-times-a-year magazine, published on Mondays. There are 53 Mondays in 1956 and this is our 52nd issue. (Our special Centennial Issue in September makes 53). So we'll be skipping publication on Monday, December 31.

Merry Christmas and a Happy and Prosperous New Year! See you January 7 in our new location.



"DAYLIGHT SPEEDLINER" makes 428-mi Philadelphia-Pittsburgh run daily.

What Happened to RDC's in 1956

Two three-car Baltimore & Ohio "Daylight Speedliners" are the latest RDC's turned out during a year when these stainless-steel Budd rail cars took on a "new look." There have been improvements in the mechanical equipment on all recently built cars; and there have been changes in interior and exterior features. This year has found Budd tailoring some RDC's for special applications, and producing completely integrated RDC trains.

The Baltimore & Ohio's new trains are operating over the 428 miles between Philadelphia and Pittsburgh via Washington (Railway Age, Oct. 29, p. 10). These two trains have replaced three sets of standard equipment formerly necessary to protect the corresponding service and have released diesel locomotives for other assignments. Simultaneously, a running time reduction greater than 15 per cent has been possible over both the Philadelphia—Washington and the Baltimore—Pittsburgh segments of the run which formerly had required separate train services to give attractive arrival and departure times.

Each of the B&O "Daylight Speedliners" is composed of two 90-passenger RDC-1's with reclining seats, and a basic RDC-2 which has been specially arranged to incorporate a kitchen, a 24-seat dining area, and

24 reclining coach seats. This compact car retains the standard 13-ft baggage compartment of the RDC-2.

These two RDC-2 cars are the first of their type fitted to provide complete dining service. The 11-ft 7-in. kitchen is equipped with a South Bend oil-fired range taking its fuel from the car's main fuel tank. There are three Carbo-Freeze dry ice refrigerators, a steam table, a 3-compartment sink, and four 75 gal water tanks. A water back on the range provides hot water.

RDC electrical generating equipment does not have sufficient capacity to permit use of electromechanical kitchen refrigeration and the Carbo-Freeze units are reported to have solved this problem in a very satisfactory manner. In the dining area there are six tables, each with a pair of fixed two-passenger seats.

Ends of all of the B&O cars, with the exception of the baggage ends of the baggage-diner-coach units, have been equipped with standard diaphragms to give a protected passage between cars. The diaphragm applications (first used on earlier B&O RDC's) do not prevent the use of any of the cars as the lead unit in a train, and do not interfere with vision from the operator's station in the vestibule. In addition to the electric signal system which is standard on all RDC cars, the B&O cars have an air signal system so they can be handled in locomotive-hauled trains with standard equipment.

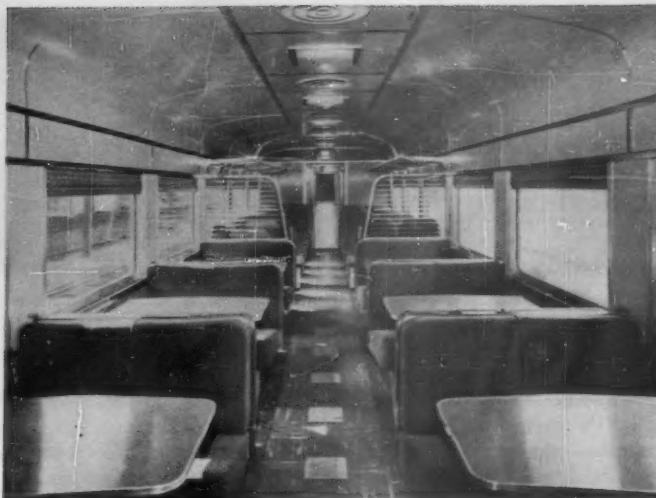
Modified for the PGE

While the B&O trains are the first RDC's built to provide complete meal service, the Pacific Great Eastern earlier received four RDC-3 units with less elaborate food preparation facilities. It is intended that the light meals on these cars will be served at the 49 reclining seats with which each car is equipped.

A gas hot plate in the kitchen of the PGE car gets its fuel from propane tanks in the rear of the baggage compartment ahead of the kitchen. While these four cars have the basic RDC-3 structure, providing separate



FOOD SERVICE AREA in Pacific Great Eastern RDC-3 is ahead of exhaust ducts and at rear of baggage compartment.



REGULAR DINING CAR service is provided in the 6-table dining section on this modified RDC-2 which has a complete kitchen. It is front car in B&O "Speedliner" consists.

side doors for both mail and baggage compartments, there is no partition and the entire area ahead of the kitchen is one unobstructed 30-ft baggage compartment. Maximum baggage capacity is restricted to keep within permissible axle loading.

Along with the four modified RDC-3's, the PGE ordered three standard RDC-1's. These cars have been used to inaugurate passenger service over a completely new stretch of railroad, the just-opened PGE route between Vancouver and Squamish, B.C. RDC service will continue northward over the original Pacific Great Eastern main line through the central portion of Canada's westernmost province.

Design for trailer service

The Boston & Maine has continued to expand its extensive RDC operation. The B&M has received the last of its 30 RDC-9's which enable it to replace 102 coaches and 9 diesel locomotives. These cars are unique because they are not independent rail cars. They are built to operate with the B&M's standard RDC cars in a one-to-two ratio.

This RDC-9 is a 94-passenger coach with only a single engine, and with standard passenger car vestibule construction. There are no operator's controls, and no end windows, headlights, pilots or horns.

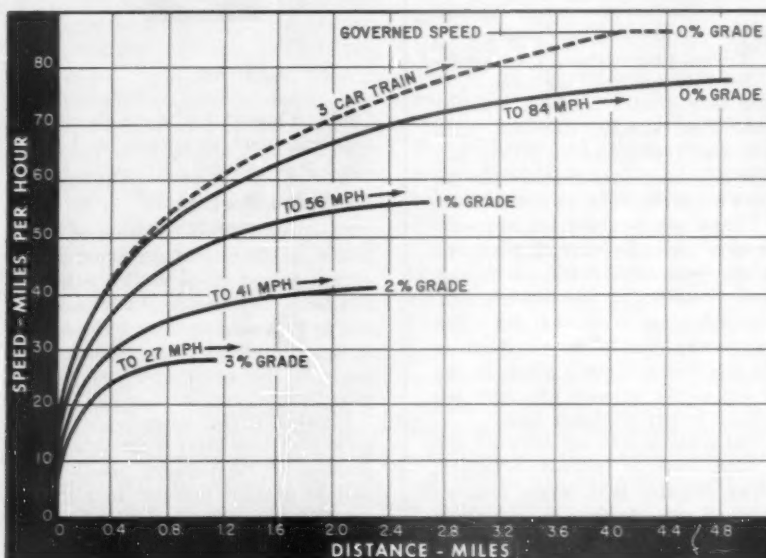
While the standard RDC car has two separate diesels, and operator's

controls on each end, the RDC-9's single 300 hp engine is calculated to give adequate acceleration characteristics for the motor-and-trailer operation which will be used. This single engine also powers a Safety 20-kw generator which supplies the car lighting and air conditioning. Jacket water from this single engine will do the entire car heating job. The single engine is located at one end of the car in the standard RDC engine position.

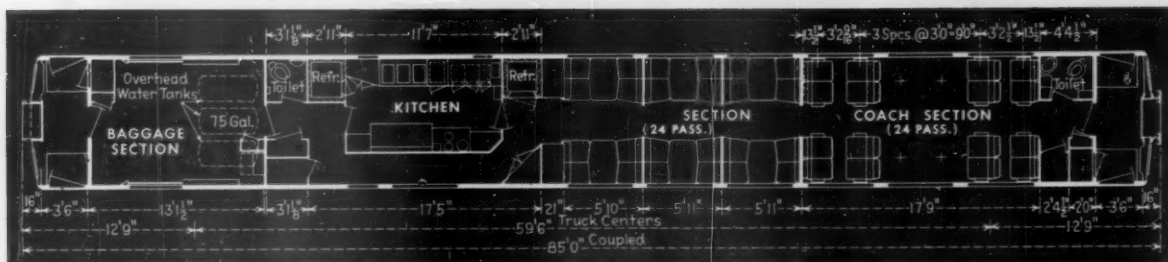
Another specially tailored RDC or-

der has been two modified RDC-4's for the Minneapolis & St. Louis. The standard 73-ft 10-in. RDC-4 has been a mail-baggage model without passenger accommodations. For the M&StL these units will be arranged to accommodate 12 passengers.

In all the special arrangements worked out for RDC cars, the basic car structure has not been altered. The exhaust ducts just off the center of the car have never been relocated in any of the special designs. And in every case it has been possible to



THE 600-HP RATING per car possible with present GM diesels gives the 1956 RDC these operating and accelerating characteristics.



B&O's RDC "DINER" provides baggage space and 24 reclining coach seats along with the service facilities.

provide attractive and appropriate interiors.

While Budd has adapted its standard RDC designs to fit some special situations, the standard car itself has been undergoing design and equipment improvements. The basic 1956 RDC has been changed externally to incorporate a pilot flush with the end sheets of the car. Cab front windows have been made smaller to permit installation of number boards above them. Fluted panels running below the car side windows are now continued across the vestibule doors

and terminated on the car ends.

Cast steel truck frames are now standard on these cars. Wheels 34-in. in diameter have replaced the former standard 33 in. wheels. The General Motors 110 engine rating has been increased from 275 to 300 hp. With the two engines, each regular RDC now has a total of 600 hp. A new Safety-Carrier air conditioning unit with a rating of 8 tons will soon be standard on these cars. Inside the car all wall and ceiling finish is now plastic-faced with integral colors. Budd is expanding its use of fiber-

glass-reinforced plastic for both interior and exterior components. The vestibule steps on the latest B&M RDC's are an example of this one-piece, reinforced-plastic construction including even the Carborundum non-skid tread surfaces.

This then is the record for 1956 for the RDC. It has been the year when its builder redesigned the basic cars and went one step further by fitting many cars for special applications. Budd continues to emphasize the advantages inherent in its "package" models.

Railroading

After Hours

Deadhead Talk

"Practically every time I ride a coach, it is just my luck to find a seat near a couple of deadheading employees. Usually they are joined by a member of the crew. An animated conversation gets under way.

"Paying passengers in the vicinity, unless they are deaf, are soon showered with a lot of exciting information. For example, they will learn who was run-around on XB-3; and who is putting in a time-slip for an extra day's pay for some small chore.

"The passengers, whether they want to or not, also find out all about the substandard intelligence of this or that dispatcher or yardmaster, and who is bidding in on what run. The people who ride Pullmans lose out on all this railroad news, which maybe is one of the reasons why they are willing to pay a higher fare."

These paragraphs are from a letter I have from a railroad employee, whose identity is a secret between him and me. Anyhow, I don't think who he is or where he works makes much difference—because the kind of talk he reports can be heard on almost any railroad at almost any time.

by
James G.
Lyns



Editor,
Railway
Age

I enjoy it myself, but maybe the usual passenger isn't as curious as I am about these things.

An "Idea Pool"?

President J. Russel Coulter of the TP&W, at the time of the recent RPI dinner, passed on to me his suggestion for an interchange of information among railroads on "the many minutiae of operations that means so much to the profit and loss statement."

I told JRC that spreading around these profitable ideas is the principal function of the industry press. He said he realizes that we do a good job of it—but what he is looking for is something going deeper into smaller details, and more systematized.

Couldn't we railroads screen our suggestion systems for items applic-

able to others," he asks, "and send them to a central 'idea pool' for compilation and general distribution?"

RR Book Nook

I get a lot of opinions (mostly favorable) about John Barriger's book, "Super-Railroads." Enthusiasm is not unanimous, naturally—but it's high enough so that 6,000 copies have been sold, and still going strong. It's been a mighty long time since a serious book on the improvement of overall railroad performance has come along, or caught on, the way this one has. My guess is that, some day, people will be hunting for this volume as they do now for Loree's work of Freight Operation.

I've just been looking through the second edition of the "Handbook of American Railroads," authored by my colleague, Bob Lewis. The first edition appeared in 1951. This new edition gives up-to-date (1955) statistics on each Class I railroad, along with a map and brief information on its management and recent corporate developments. For me this handbook has become indispensable, for frequent reference, like the "Pocket List" and the "Official Guide."

From a Customer . . .

Shipper Tells Why He Uses Piggyback

Dependability, damage-free deliveries, quick tracing of shipments, and low-minimum-weight rate bases—those are the major reasons behind the steadily increasing use of railroad piggyback service by the Crucible Steel Company of America.

"We went into piggybacking cautiously, and with some mental reservations," explains Henry H. Pratt, general traffic manager of Crucible, "but we find it has a lot of merit. It is attractive to us, and attractive to our customers, because it gives us dependable scheduled performance and because it gets loads to destination in good condition."

First big reason for piggyback's attractiveness to Crucible, and Crucible's customers, is the near-absolute regularity with which the railroads operate it on established schedules. Actual transit time is generally faster than that provided by all-rail freight service—an added dividend; not always quite as fast as all-highway service — when the latter operates on schedule and encounters no unforeseen mishaps or delays. Any time advantage of all-truck movement is more than overcome, however, by the dependability of trailer-on-flat-car service—with its comparative freedom from interference caused by heavy traffic, detours, weather conditions and the occasional vagaries of individual truck drivers.

Closely allied to the advantage of piggyback's adherence to overall schedules is the customer's normal ability to select his own delivery time. Telephone advice of a shipment's arrival lets the consignee know his goods are "in town," asks when he wants them, and allows him to set their actual delivery to suit his convenience — morning, noon or night. In contrast, the railroad normally switches carload freight into a plant once a day, or delays deliveries until the next switching move,

which may be 24 hours later; the highway trucker all too often pulls up without any advance notice and says, in effect: "Here I am. Unload me. I've got to get back."

"It Cuts Damage"

Second important factor which has led to increasing use of piggyback service by Crucible is the uniformly good condition of lading on arrival at destination. "To the best of our knowledge," says Mr. Pratt, "there has been no complaint of damage on anything moved by piggyback, either from our own people or from our customers." He adds, by contrast, that there "always seemed to be plenty of mishaps and plenty of complaints" on shipments moved either all-rail or all-truck.

"Another thing we like," adds W. R. Stendahl, Crucible's New York district traffic manager, "is the fact that we can always locate a piggyback shipment." Tracing of regular carload shipments, he agrees, has been vastly improved both in speed and accuracy by introduction on many railroads of new methods of communication and of mechanical car accounting, but it is still not as fast, in general, as that available on TOFC shipments.

The fact that piggyback rates are based on lower minimum weights than regular carload shipments is a fourth advantage which has influenced Crucible's widening use of the service. As a "specialty" steel manufacturer with many customers, it is frequently called upon to ship "small" orders, of perhaps 10 or 15 tons. To move such orders on a carload minimum of 40,000 lb or more "requires us," according to Mr. Pratt, "to pay for a lot of air. That forced us, in many cases, to use trucks. With the lower minimum applicable in piggyback service [the same as common carrier truck minimums] we come a lot closer to paying for what we actually ship."

Extensive Experience

Mr. Pratt's and Mr. Stendahl's observations are the outgrowth of extensive experience with piggyback shipments.

Crucible Steel is a major manufacturer of specialty steel products such as bars, plates, sheets, strips, wire, etc. From principal plants in Harrison, N.J., Syracuse, N.Y., Pittsburgh, Pa., and Midland (near Pittsburgh), it ships to 25 company operated warehouses and around 25,000 individual customers in all parts of the United States products valued at a total of \$238 million in 1955.

The nature of the company's shipments means that it uses open-top trailers for most of its shipments, but it does make a few in closed or van-type trailers. Originating railroads, Mr. Pratt and Mr. Stendahl agree, "have been responding magnificently" in getting more open-top equipment of this kind for Crucible's use, though "we realize they can't get it overnight."

The company has used rail-billed piggyback services both in interplant moves and between its mills and such diverse customer destinations as New

York, Baltimore, Philadelphia, southern New England cities, Chicago, Milwaukee, St. Paul, Cincinnati, Indianapolis, Louisville, St. Louis and Dallas. It has routed piggyback shipments at one time or another over many different railroads, including the New Haven, Lackawanna, Erie, Lehigh & Hudson River, Pennsylvania, Baltimore & Ohio, Lehigh Valley, Nickel Plate, Wabash, Bessemer & Lake Erie, Monon, Chicago & North Western, Santa Fe, Katy, Kansas City Southern, and Cotton Belt.

Interline Moves Good, Too

It has had a substantial number of interline shipments, including a good many involving at least three different railroads. Shipments from Syracuse to Milwaukee, for example, have been routed Lackawanna — Nickel Plate or Wabash—C&NW.

In the company's experience, interline service, even where as many as three railroads may be involved, has been as dependable and as damage-free as single-line movements.

On interline shipments, incidentally, the company uses a "home-routing" plan, roughly comparable to Car Service Rules, for off-line trailers. If, for example, its Syracuse mill, served by the Lackawanna, receives a Wabash trailer, that trailer is return-loaded to or via the Wabash.

Starting its piggyback use on a



PIGGYBACK EXPERIENCE has prompted Crucible Steel Company to move most TOFC shipments in open-top trailers.

relatively small scale in the second half of last year, the company shipped in 1955 a total of 103 trailer loads—all in all-rail, rail-billed movement. This year, up to the end of November, its total was 571 trailer loads—with no shipments during July because of the steel strike.

Trend Is Up

More significant, perhaps, than the total figures is the fact that Crucible's piggyback shipments have shown a fairly steady upward trend. The peak month so far in 1956 was November, with 116 trailer loads. October, with 106 shipments, was second.

Mr. Pratt expects this upward

trend to continue—up to a point. He foresees an eventual "saturation point," under present conditions, of "something over 100 trailers per month."

He points out, however, that piggyback service is not yet available on anything like the same all-inclusive basis, either of routes or rates, on which carload freight service is provided. If the railroads, in the future, open up more piggyback routes, both single line and interline; if they offer additional piggyback rates; if they provide more piggyback service—then his ceiling figure of around "100 trailers per month" might well be revised by a renewed upward trend in Crucible's piggyback use.

Railroading Without Sand

Slipping stopped simply

Brake control of wheel slipping has been so successful on the Swiss Federal Railways that the road expects to build a new series of locomotives without sanding devices. Short and light applications of straight air brakes, controlled by a pushbutton, stop the slipping wheels quickly without appreciably retarding the train. Already 80 locomotives have the drive, and its use is being extended rapidly on power now in service.

A pushbutton does it

Swiss Federal Railways locomotives have a successful control for wheel slip. When a pair of drivers begin to slip, the operator pushes a button which initiates a light application of straight air brakes on all drivers. Release of the button causes an almost instantaneous release on the brakes. Such brake applications are of very short duration. Just long

enough to bring the slipping wheels down to locomotive speed without causing appreciable braking of the locomotive.

With brakes having 2.75 in. brake piston travel, the time required for an application is 0.32 seconds, and for release it is 0.4 seconds. When the piston travel is 5.5 in., the application time is 0.8 seconds and the release time 0.65 seconds.

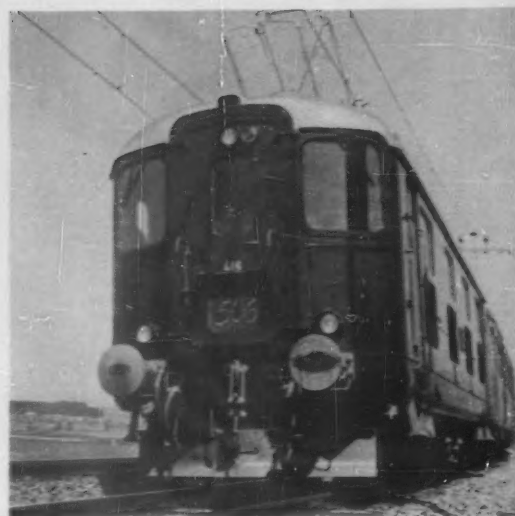
Brake control of wheel slip also serves to keep wheel treads in a condition which is not conducive to slip. The method was first tried in 1951 on the Swiss railways. At present, 80 locomotives are so equipped, special attention having been given

to new electric and diesel-electric locomotives put in service since 1953.

The same equipment has been ordered for 280 existing locomotives and will soon be delivered. Subsequently, about 60 per cent of all electric motive power for main line service will be equipped. Locomotives in yard service are equipped with only one sand pipe for each direction of locomotive movement. All other sand pipes are removed.

No difficulty has been encountered it is reported, in using the brake on locomotives and rail cars operated in (Continued on page 31)

ELECTRIC LOCOMOTIVE of Swiss Federal Railways.



Here's how it works

The brake control valve shown in the diagram is made of phosphated cast iron. Moving parts are made of oxidized aluminum alloy. The valves and valve guides are brass and the springs stainless steel. The chambers are separated by flat membranes made of soft synthetic rubber. Operation of the engineman's pushbutton applies 24, 36, or 72 volts to the electro-pneumatic valve depending upon the voltage of the locomotive auxiliary power.

Applying the Brake. When the brake is not in operation, air from the main tank through lead 1 keeps pressure in chamber 2. Valve 3 is kept open by the pressure of spring 4 until air from chamber 2, passing through valve 3 builds up enough on membrane 7 to close valve 3. By adjusting the

tension of spring 4, the pressure in chamber 6 can be varied from 1.1 to 7 lb. per sq. in.

When the electropneumatic valve is energized by the engineman, the outlet valve 10 is closed and the intake valve 11 is opened. Air then enters chamber 12 and passes through lead 13 to chamber 14. This applies pressure to the lower face of diaphragm 15. This raises assembly 16, opens valve 17 and shuts off the outlet lead 21. Air from the main air tank pressure in chamber 2 then enters chamber 20 and flows through lead 18 and through the double check valve 19 into the brake cylinders.

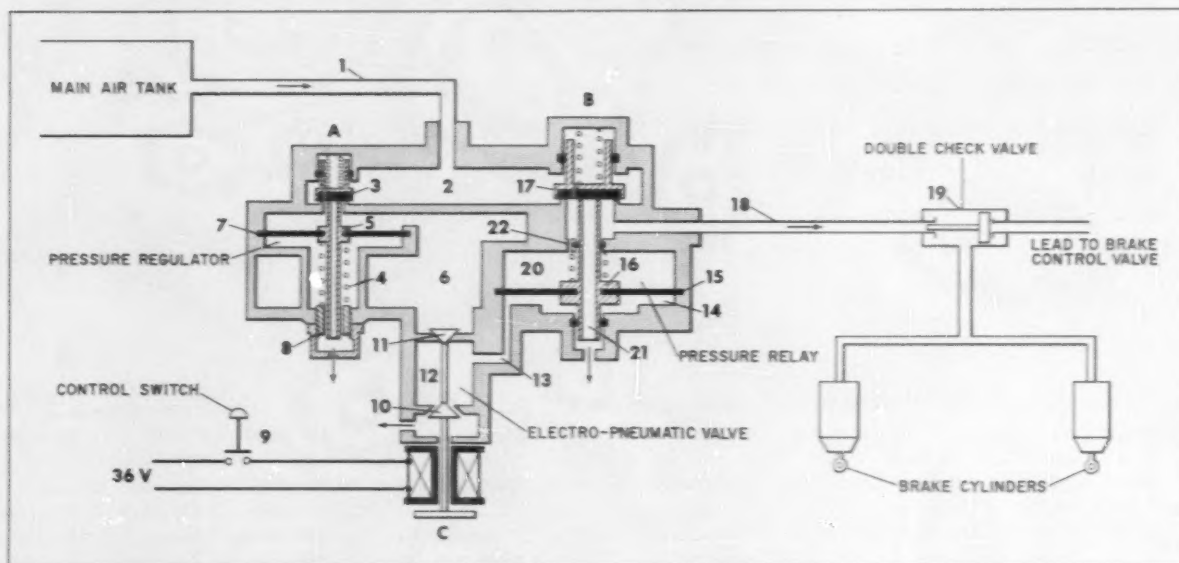
When the pressure in the brake cylinders has equalized with the pressure in chambers 6 and 14, namely 1.1 to 7 lb per sq in., the assembly 16 moves down and closes valve 17, shutting off

the passage between chambers 2 and 20.

Releasing the Brake. The moment the pushbutton is released, intake valve 11 closes and outlet valve 10 opens. This allows air to escape from chamber 12 and 14. Pressure in chamber 20 then causes the assembly 16 to move down, uncovering lead 21, allowing air in the brake cylinders to escape quickly to atmosphere.

The double check valve 19 provides for operating the brakes by pushbutton when in the position shown. It automatically moves to the left, shutting off lead 18 when the brakes are operated from the brake control valve.

Known as the non-skid brake, the device was designed by S. A. Brown, Boveri & Cie., Baden, Switzerland, and was developed and simplified by the Ateliers des Charmilles, S. A., Geneva.





PROTECTION of track structure was necessary so traffic would not be delayed. Blanket of dirt spread by bulldozer shields track from falling rock.

TRAFFIC—up to six long freights a day—had to be maintained on schedule as work progressed.



Tunnel Goes While Traffic Flows

TWO undesirable things characterized the NP's Westfall tunnel: First, the timbers were old, rotten and in need of replacement. Secondly, clearances in the tunnel were less than desirable.

TWO courses of action were available to the road: First, the timbers could be replaced. Secondly, the tunnel could be daylighted—thus solving both problems at once.

SIX obstacles interfered with either action—in the form of the six heavy freights that traverse the line daily, and which could not be either delayed or detoured.

NINE-HOUR working days were routine for the Morrison-Knudsen crew that carried out the operation—in less than four months—under heavy traffic. And there were some pretty clever techniques involved. Now that the job's done, the ruling clearance on the Missoula-Paradise freight line has been boosted almost 4 ft.

The Northern Pacific's Westfall tunnel was carried on the timecard as No. 7. Located on the road's alternate freight route between Missoula, Mont., and Paradise, it was cramping operations on the line by holding the ruling height clearance to 18 ft.

But, that wasn't all. No. 7 was a double headache because, in addition to being a "tight squeeze," its timbers were old and rotting fast.

After a careful study of the situation, the road reached its decision to daylight No. 7. Here's what was in-

involved: No. 7 ran through 89 ft of shale which extended to the bank of the Clark Fork river. It had a wood shed on the east end and a wood portal on the west—making its overall length about 179 ft. Daylighting involved the removal of 60-



ATOP TUNNEL, Air Tracs and wagon drill bore new charge holes as bulldozer works in foreground.



INSURANCE PAID UP? Caterpillar D8 bulldozer pushes blast-loosened rock down slope.

TIMING was of utmost importance. Rock, pushed onto track from ledge above, had to be cleared by bulldozer, shovel and trucks as fast as possible.

000 cu yd of rock, which was cut off the face of the cliff to a height of 182 ft above subgrade. Blasted off, the rock had to be cleared from the track and wasted along the river bank for 400 ft on either side of the tunnel.

This wouldn't have been too tough a task if it hadn't been that up to six long freight trains had to come through every day. There was no room for delay or detour. When a train was scheduled, the track had to be clean.

Here's How it Was Done

The Morrison-Knudsen Company won the contract for the job. Beginning August 14, a 13-man crew, working nine hours a day, five days a week, carried the project to completion. First, the roadbed was covered with wood planks for 400 ft on each side of the tunnel. This was done to permit the operation of heavy earthmoving equipment without damaging the track structure.

The rock face was blasted in 23-ft lifts. Two Gardner-Denver Air Tracs and an Ingersoll-Rand wagon drill—powered by three I-R 600-cfm

compressors—drove 24-ft charge shafts, using 3-in. carbide-tipped drills. The holes were charged with Atlas 40 per cent explosive—about 30 lb per hole. Before each blast, a layer of dirt was spread over the rails to cushion the impact of falling rocks. Rock yield per pound of explosive was about 1 cu yd.

As soon as the dust settled following each blast, two Caterpillar D8 bulldozers moved onto the newly formed ledge and pushed the loose rock down onto the track. There, another D8 and a Northwest Model 6 shovel loaded the rock into two Euclid FD trucks for wasting the material along the river bank. This work was all accomplished on a tight between-trains schedule.

Al Grant, NP project engineer, kept the operation rolling smoothly by maintaining telephone communication with the Missoula and Paradise terminal points.

A recheck was made against the line-up after the scheduled departure time for each train. In this manner, train arrivals at the project site were spotted to within 4 min for eastbound trains and within 10 minutes for westbound.



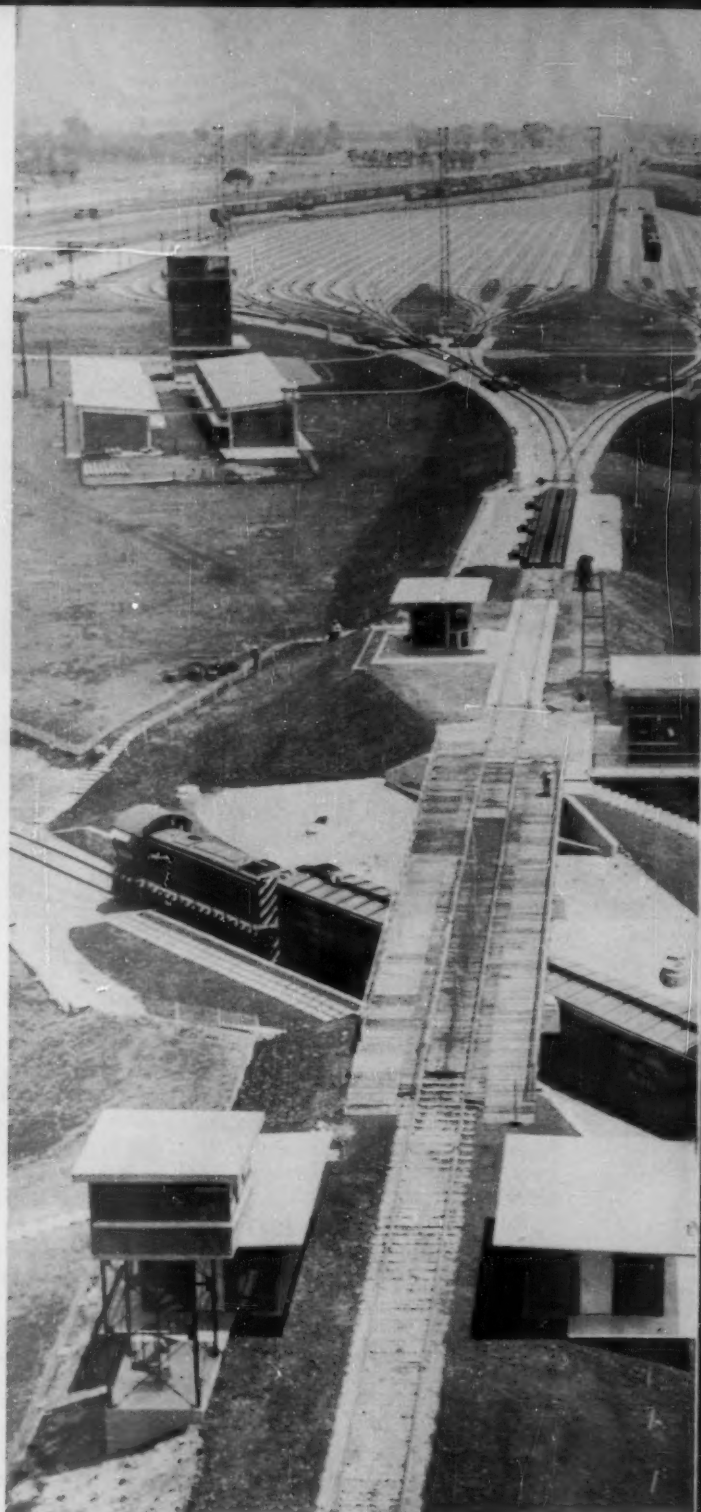
As now completed, the roadbed through what once was tunnel No. 7 is 52 ft wide at subgrade. This includes a 9½-ft ditch on the inside—4 ft deep—and a 4½-ft ditch on the outside of the track. The rock face has been cut on a ¾-to-1 slope for 60 ft above the subgrade. At this elevation a 16-ft-wide "bench" has been cut to catch any falling rocks. Above this ledge, the slope has been cut ½-to-1.

This is the third tunnel which has been daylighted by the NP on its Rocky Mountain division. Ruling height clearance on the line is now almost 22 ft—the clearance at the road's Bonita tunnel.



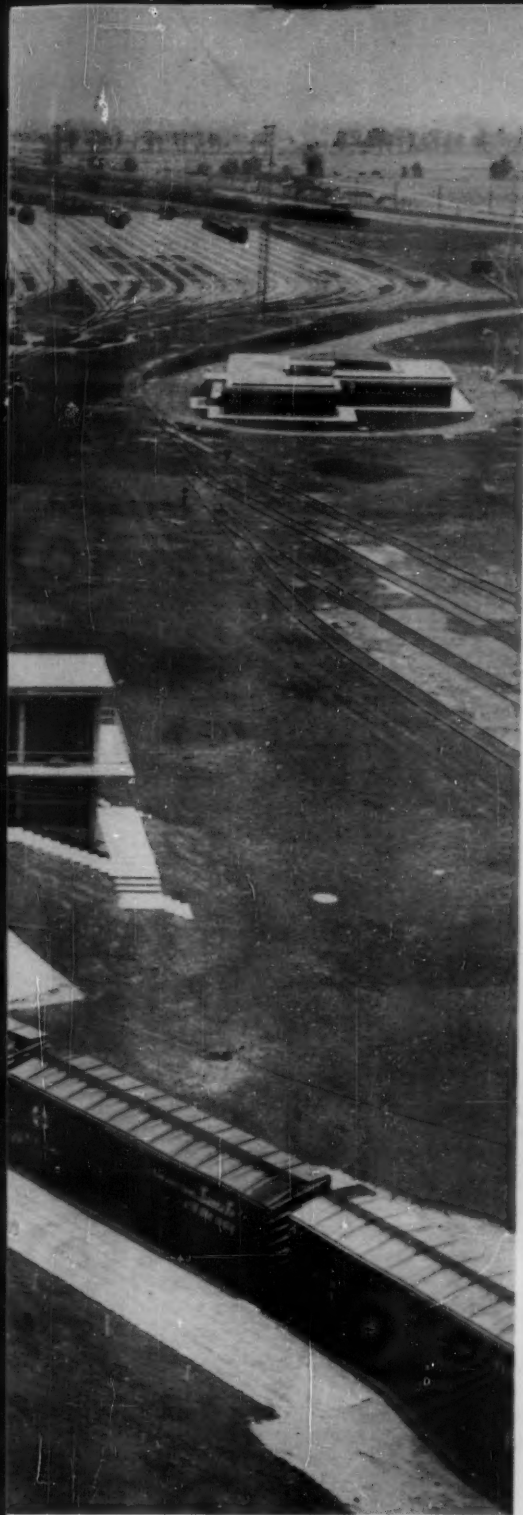
COMPLEX JUNCTION at Tlalnepantla is one of many locations controlled by the CTC system.

NEW CLASSIFICATION YARD of the National of Mexico at Tlalnepantla, near Mexico City, has 48 classification tracks. Average operating capacity is about 4,500 cars in 24 hours. New steam and diesel locomotive and freight car shops are part of the project.



Mexican Road Goes Modern with CTC

Dispatcher at Tlalnepantla controls switching on 82 miles of line in and around Mexico City



CAR RETARDERS are the all-electric type. This is the master retarder.

RETARDER CONTROL MACHINE is in line with the group track leads.



and Retarders

THE MACHINE at Tlalnepantla is designed to control traffic over a network of 82 miles of single and double track in the complex Mexico City junction area. Equipment for the centralized traffic control, as well as the power switch machines, car retarders and control systems in the yard were furnished by the General Railway Signal Company.

People who use it say . . .

'Slumbercoach' Is Doing Fine

The Burlington has taken a short-term look at its coach-rate "Denver Zephyr" sleeper service. Passenger questionnaires and a traffic survey show, after five weeks, that

- Slumbercoach is well patronized
- Its users like it
- It's hit the intended market
- Transcontinental potential seen

"I'm an air line stewardess and will recommend it to any of my passengers. The service was wonderful. Thank you."

That comment by a passenger pretty well typifies the enthusiastic reaction Burlington's "Slumbercoach" prompted in its first five weeks of service on the new "Denver Zephyr." Not all Slumbercoach users, by any means, are employed by the

railroads' competitors, though the car does seem popular with "dead-heading" truck drivers. But passengers' comments and the way they've used the Slumbercoach have Burlington officials pretty happy about the whole thing.

Slumbercoach is new. It is based on a Budd design which puts rooms for 40 persons in one car. It's aimed at giving privacy and a bed to coach

passengers for \$7.50 a night over their coach fare, if they're going the full distance between Chicago and Denver or Colorado Springs, or for even less, down to a minimum charge of \$5. Its inauguration came when the "Denver Zephyr" was re-equipped October 28 (Railway Age, Oct. 29, p. 24).

'City of Denver' Counterpart

The "Q's" service has a counterpart, rate-wise, in the Milwaukee Union Pacific's use of a modified conventional 21-roomette sleeper on its "City of Denver." But Julius J. Alms, Burlington's general passenger traffic manager, considers his Slumbercoach an isolated service in that no one else uses the Budd car designed to provide the capacity, and therefore the revenue, necessary to make the service economically attractive.

And he thinks the fact that his Slumbercoach ran approximately four-fifths full up to December 1 is about all he could ask for.

Specifically, in the five weeks between its inauguration and December 1, the "Denver Zephyr" Slumbercoaches carried an average of 28.2 passengers westbound and 27.1 eastbound daily, against a rated capacity of 34.

Burlington passenger personnel didn't rate the car at its full capacity of 40 because four rooms were regularly assigned to crew members and at least two of the eight double rooms, on the average, were occupied singly.

QUESTIONNAIRE
used by Burlington passenger department for analysis of "Slumbercoach" acceptability is shown here.

We would like your frank opinion of Burlington's new SLUMBERCOACH, designed to provide overnight sleeping accommodations for coach passengers. Won't you please give us the benefit of your reaction:

Did you occupy a Lower Single Room ☐

Upper Single Room ☐ Double Room ☐

Did you find it comfortable _____

Did it come up to your expectations _____

Do you prefer it to a reclining-seat coach _____

What did you especially like about it _____

What, if any, objections do you have _____

Further comments _____

Please designate: Man _____ Woman _____

The porter will pick up the completed questionnaire, or you can mail it to J. J. Alms, General Passenger Traffic Manager, Burlington Lines, 547 West Jackson Boulevard, Chicago 6, Ill. Thank you.

(over)

'DENVER ZEPHYR' IS 'PULLING' WELL

Burlington's passenger officers report that they are "extremely well pleased" with the overall results of the new "Denver Zephyr's" operation during the first few weeks—an operation which extends new services to a new territory.

The new equipment replaced the 12-car semi-articulated units which went into service shortly after the train was inaugurated in 1936. Today the train contains new all-room sleeping cars, parlor seats and coaches with reclining seats and leg rests, as well as the Slumbercoach. Notable features are the train's three "Vista-Domes," the "Chuck Wagon" coffee shop car, a full dining car, and the "Colorado Room" in the observation car.

The new train's run has been extended to include Colorado Springs, served by several cars which go on beyond Denver over the Rio Grande.

That makes a ratio of load to capacity of roughly 84 per cent westbound and 80 per cent eastbound—which many long-established services would be proud to claim.

On 17 nights westbound and 12 eastbound, in the five-week period, all available space in the Slumbercoach was sold.

Passengers Like It

The Burlington has asked each Slumbercoach passenger to fill out a questionnaire on his reaction to the service. A preliminary look at the cards turned up these items:

- 95.7 per cent found the Slumbercoach comfortable.
- 95.6 per cent called it up to their expectations.
- 95.8 per cent preferred it to a reclining-seat coach.

The Burlington found in addition that:

- Low cost of the Slumbercoach bed had probably the greatest special appeal.
- A few passengers offered suggestions as to how to improve the divided mattress in the lower single room. (The bed is split laterally and folds back into opposite walls. The "Q" thinks a redesigned mattress will lick this one.)
- The cars were used more by women than men—53.5 per cent; the crib for babies was a potent selling factor.

During these five weeks, the "Denver Zephyr" carried only one Slumbercoach each way. The "Q" origi-

nally ordered four cars but was able to take delivery on only two by the time the new train was to enter service.

The second pair of cars joined the train December 19 and will be used during the year-end holiday rush. Then, about January 15, Mr. Alms plans to re-evaluate the need for the second car and to operate it only as business warrants during the lightly traveled spring season. For the holiday period, all Slumbercoach space is sold.

"Coach Type" Riders

Mr. Alms is watching carefully where Slumbercoach patrons are coming from—coaches or first-class sleepers. At the moment, he evaluates it this way: Generally speaking, Slumbercoach is being used by the "coach type" of passenger. He's found new expense-account travelers—executives, salesmen, buyers and the like—in the cars, but a good many families. He doubts whether many roomette or bedroom passengers have been diverted to Slumbercoach, although there are indications that some lower- and upper-berth passengers have purchased Slumbercoach space instead of first-class rooms. (All sleepers in the "Denver Zephyr" are all-room cars).

"Denver Zephyr" conductors have been instructed to offer available Slumbercoach space to coach seat holders.

An average of approximately two persons a night have bought a room

on this basis, Mr. Alms says, with as many as eight or nine doing so. When space is available, conductors invite several persons back to inspect the Slumbercoach while the train is under way.

Why Slumbercoach?

The Burlington put Slumbercoaches on the "Denver Zephyr" for two reasons, Mr. Alms says. First, to offer a popularly priced sleeper service that the "Q" hoped would keep passengers on the railroad in the face of growing competition from other methods of transportation. The results seem to show, he believes, that the cars are doing so. And the second reason is to attract new business—people who haven't previously been railroad customers. The Slumbercoaches, he thinks, are doing that, too.

What's for the Future?

Mr. Alms isn't ready yet to predict the future of Slumbercoach, since the service is so new. He does think, however, that the concept has an even greater potential in transcontinental service. Its economy would naturally become more attractive to passengers on a run including two nights.

(Continued from page 25)

multiple unit. Utilization of the device on electric multiple-unit equipment operated in suburban service has just been started.

The wheel slip indication device used is based on the difference of current values in the traction motors on a locomotive or self-propelled car. This difference is measured with an ammeter having a special type dial which is placed on each engineman's desk.

To check the effectiveness of the device, the railroad sealed the sand boxes of several locomotives. In addition, the sand valves on 26 locomotives were locked. It was found in this manner that the antislip device is even more effective than sanding. It is the intention of the management to build a series of new electric locomotives without any sanding device.

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Workbook of the Railways



Economy Cars in Baggage Service

The Rock Island's management is convinced that rolling stock need not be built to last forever. Its 'Talgo' passenger equipment and 'Adapto' freight cars reflect the idea that rail transportation is changing fast. Low initial costs and shorter life will permit the road to keep pace with change by earlier retirement or complete rebuilding of rolling stock. Further evidence of this viewpoint are the road's new 'low cost' baggage cars. Manufactured in freight car shops under freight car methods, these cars meet all AAR and RPO requirements and represent 50% savings in construction costs.

Its second order of 25 70-ft steel baggage cars for the Rock Island has recently been finished by ACF Industries. The initial order of 25 was placed in 1955 and the performance was so satisfactory the second order followed. Fifteen of the cars are equipped with complete messenger facilities. The cars are in general service, non-restrictive, and have an AAR designation of BXM.

While the old precept of "long life" construction has been approached, it was considered in the light of initial cost, with the view in mind that changes in car design during the next 15 years, dictated by shipping requirements, would put the road in position either to acquire new models, retiring cars that have outlived their type usage, or to make changes in the existing cars at a minimum of expense.

From the rail up, these cars are designed for high-speed, long-distance operation.

General Steel Castings four-wheel BX type trucks have 5½ by 10-in. Timken roller bearings, Stucki side bearings, Creco brake beams and Westinghouse Cobra brake shoes. Truck wheel base is 5 ft 10 in., and they have 33-in. multiwear rolled steel wheels.

Structurally these cars are of the welded girder type. The welded

underframe assembly is built up around two continuously-welded, 36.2-lb Z sections of low-alloy, high-tensile steel. These AAR sections give a total center sill area of 21.3 sq in., and extend the full length of the car. The box type body bolsters are built up of 5/16-in. webs, and 7/16-in. cover plates. Built-up welded bolster center fillers and rear draft lugs are used.

Brakes Like 'Jet Rocket's'

National Malleable multi-pad, rubber-cushioned draft gears are used with Type F couplers. Each end of the underframe is fitted with a cast steel combined striker casting and coupler carrier including carrier springs and retainer plates. Mounted on this underframe are two 7 by 6-in. brake cylinders—one for each truck. The cars utilize Westinghouse 26 brake equipment—the same as the equipment used previously on the Talgo-type "Jet Rocket." It includes two Westinghouse A-16-D slack adjusters, one emergency brake valve, and one signal valve. The Peacock handbrake can be operated from the interior or exterior of the car, and is effective on one truck.

Through the length of the underframe are 13 Z-section crossties running across the car. There are six

built-up crossbearers between the two body bolsters. End sills are 3/16-in. pressed U sections welded to the center sill and riveted to the side sills.

These side sills are 6 by 6 by 5/16-in. angles extending the full length of the car. They are reinforced through the center with 6-in. 12-lb channels extending past the outer edges of the side doorways. The twenty side posts on each side of the car are the same 3-in., 5.1-lb Z sections used for crossties. Door posts are 4 by 3 by 1/4-in. steel angles reinforced at the side sills with 5/16-in. gussets. Door headers are this same angle, and above them are cripple posts of the same Z section used for the side posts. All these posts are welded at the top to continuous lengths of Standard Railway Equipment's 1/4-in. ZU side plate.

Antitelescoping Guard

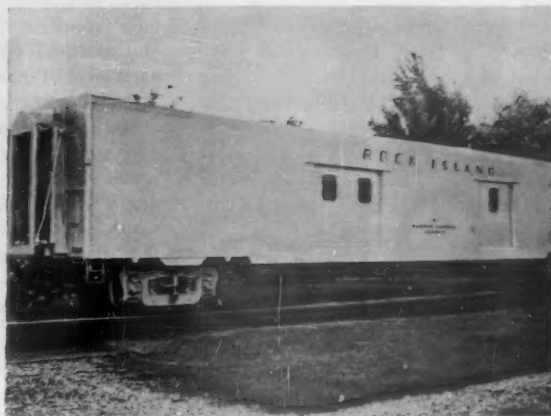
Welded to the all-welded side frames are 0.105-in. low alloy, high-tensile steel side sheets. End sheets and roof sheets of the car are of copper bearing steel. On each side of the end door opening are 8 in., 28-lb CB beams extending from the end sill to the end carline. At each end, running between the two 1/4-in. W-section corner posts, and between the two side plates is a 10-in., 20-lb channel. This is welded to the intermediate framing, and serves as an antitelescoping protection.

The end sheathing of the car is in three pieces. Each of the two side sheets is 0.120-in. thick, and the portion over the doorway is 0.180-in. The 24 carlines are shaped to the contour of the standard AAR freight car roof, and are made of 5 by 3-1/2 by 5/16-in. carbon steel angles. Roof sheets are 0.075-in. copper bearing steel welded to carlines and side plates. Passenger car ventilators are used in this roof.

The false floor is 0.060-in. galvan-



MESSENGER CARS have one-course flooring and are equipped with stanchions, safety rods and fish racks.



GENERAL SERVICE head-end car body or appliances can be replaced economically as improvements are developed.

nealed steel sheets riveted to the crossties and floor stringers, and welded at the edges to the center sill, side sills, and crossbearers. The longitudinal floor stringers are 3-in. Z-sections and there are six of them across the width of the car. Yellow pine furring strips attached to the stringers support the 1-3/4 by 5/16-in. tongue-and-groove flooring. This flooring is applied transverse of the car and secured to framing members with watertight bolts and speed holding nuts.

Messenger Car Fittings

The cars with messenger facilities are also equipped with fish racks. This meant a variation in the floor construction to hold the galvanized drip pans and drains under these racks. All of the cars have a 6-ft single door opening, and an 8-ft double door opening on each side. All side doors are sliding, 1-1/4-in., Plymetal type. All side doors in the messenger cars, and the 6-ft doors in the other cars, are glazed with 1/4-in., Duolite safety glass. End doors are built-up steel construction.

Car ends are fitted with Morton single-fold diaphragms. The 0.180-in. pressed diaphragm face plates are supported by rods in rubber mountings, and are positioned with ACF lower buffer mechanisms and Standard Railway Equipment's upper buffer springs.

The car sides, ends, roof and floor are insulated with 1-in. thicknesses of Johns-Manville stone felt. The side

and end linings are 1/2-in. exterior-grade, Douglas fir plywood secured to framing with self-tapping screws. The headlining is 3/16-in. Preswood secured to furring with Screwite nails. The electric locker, clothes locker and toilet enclosures on the messenger cars are built up of steel sheets.

Gravity Water Systems

Heating on all the cars is by Vapor manually controlled aluminum-finned copper tubing, protected in expanded metal enclosures. Lower side door tracks have steam lines under them to prevent freezing. The steam train line is 2-7/8-in. OD steel tubing with Barco 2-1/2-in. metallic connectors at each end. The messenger cars have a gravity type water system fed from an insulated 40-gal overhead tank. Water is piped to an Ajax Consolidated water cooler, and to the toilet facilities. Hot water is supplied through a Vapor heater and mixing valve. In the toilet are a Mink stainless steel washstand, and a Duner hopper.

The messenger cars have a desk and a 60-hole letter case. These cars also have axle generating equipment. This 64-volt d-c system includes a Safety 4-kw body-hung axle generator driven through a Dayton double V-belt drive, Safety generator regulator and reverse current relay, Safety switchboard, and two 5-tray A-8 HW Edison batteries. Lighting is provided with seven Safety ceiling fixtures and four side-door lights. Both

messenger and non-messenger cars have 1/0 trainlines with Pyle National two-wire trainline receptacles and P-N two-wire trainline connectors.

The non-messenger cars have four ceiling lights equipped for 32-volt operation, and a permanent 30-ft extension cord.

The DPDT lighting switch has both 32 and 64-volt positions, and 110-volt standby power can be utilized through a General Electric dry-type auto-transformer which drops the voltage to 60 volts.

Paint Specifications

Underframe and interiors of sides, ends and roof are painted with standard freight car primer. In addition the underframe is painted with freight car black paint. The lower part of the side and end structure and sheathing, and the sub-floor assembly are painted with Rustoleum. The exteriors of the sides, ends, doors and roof receive one coat of red oxide primer and two coats of Dulux aluminum gray paint. The plywood lining is painted with one coat of primer and sealer followed by two coats of RPO green enamel. The ceiling is finished in high gloss white enamel. The black external stenciling is sprayed.

The messenger cars have a capacity of 25 tons and a cubic capacity of 4,975 sq ft. They weigh 90,000 lb. The other cars have a cubic capacity of 5,287 cu ft, a load limit of 35 tons, and weigh 78,500 lb.

(Continued from page 16)

placing greater responsibility on division superintendents. This also has served, Mr. Oncken stated, to broaden the knowledge of railroad officers.

Mr. Oncken said a recent check indicated that of the Central's 48 key officers, about two-thirds would retire within five years, with their "back-up" officers going out in the next decade. However, he added, the road has developed a personnel plan, key elements of which are "peri-

odic appraisal, perpetual inventory and continual development" in which each level of management "bird-dogs" the next lower level.

Railroad personnel could sit back and wait for adequate development under such a plan, Mr. Oncken said, but President A. E. Perlman "just won't wait" and won't be satisfied that the program is adequate until other railroads are "pirating" Central personnel and until college graduates "line up" to work for the company.

Erie Signs Common-Carrier TOFC Pact

The Erie will begin handling highway trailers of common carrier truckers on January 10.

D. R. Thompson, Erie traffic vice-president, announced last week the signing of an agreement between the railroad and Daniels Motor Freight, Inc., of Warren, Ohio, under which the Erie will transport Daniels trailers by rail between Leavittsburg, Ohio, and Jersey City, N.J.

The Daniels agreement is the first contract between the Erie and a common carrier trucking concern (Railway Age, Dec. 17, p. 41).

Under the new arrangement, trailer loads of freight obtained by Daniels for shipment from northeastern Ohio and western Pennsylvania to the Jersey City-New York area will be

brought to the Erie's piggyback freight terminal at Leavittsburg. There they will be loaded on "king-size" Erie flat cars which can carry two 35-ft trailers.

The Erie also has an agreement with the Piggy-Back Service Corporation under which the latter will solicit trailer loads of freight from truckers for movement between Chicago and Boston over the Erie and the New Haven. For this service, which, the Erie said, should start early next year, the railroad has ordered 50 French-type piggyback flat cars equipped with special centering and tie-down devices to accommodate trailers in ordinary highway truck traffic (Railway Age, Dec. 10, p. 9, and Nov. 5, p. 8).



Canadians Dreaming of an Arctic Christmas

Annual Yule display in Canadian National's Central Station at Montreal uses "Eskimo Christmas" as its theme. Here Donald Gordon, CNR chairman and president (seated left facing cam-

era), opens holiday festival in radio broadcast with commentator Paul Manning. Fifteen-minute program over 500 American radio stations heralded opening of the display.

RPI to Study RR Personnel Recruitment

Railroad passenger service and personnel recruitment and training will be studied next year by two newly created member committees of the Railway Progress Institute.

Possible areas of investigation in the passenger service study could be market research and merchandising, RPI President Holcombe Parkes said. Sub-committees studying these problems, he pointed out, might be able to answer such questions as, "How do people travel?," "Where do people go?" and "How can people be induced to travel by rail?"

Mr. Parkes said the committee on personnel recruitment may want to investigate the possibility of "scouting" colleges and universities and explaining employment opportunities in the railroad industry to seniors and other near-graduates.

On the university level, seminars and personnel exchange programs between colleges and the railroad industry may also be worth considering, he said. Cooperative programs of this nature, Mr. Parkes added, would tend to express the industry's academic requirements in the education of future railroad men.

Organizations

American Institute of Electrical Engineers.—Three sessions on land transportation, at which 12 papers will be presented, are scheduled for the institute's general winter meeting, January 21-25, in the Hotel Statler, New York City.

American Society of Traffic and Transportation, Illinois Chapter.—This new chapter was organized at a meeting held November 28, at which time the following officers were elected to serve one year: Chairman, E. N. Hensen, traffic coordinator, Dow Chemical Company; vice-chairman, W. A. Ballou, sales representative, Glendinning Motorways, Inc.; secretary, A. N. Moore, general traffic manager, Acme Steel Company; treasurer, J. P. Zumwalt, assistant traffic manager, Wilson & Co.

American Train Dispatchers Association.—Thomas C. Garrett, assistant chief train dispatcher, Chesapeake & Ohio, Richmond, Va., has been elected vice-president.

Metropolitan Traffic Association of New York.—The annual dinner-dance will be held January 12, in the Hotel Commodore.

People in the News

CURRENT HAPPENINGS AMONG Railway Officers

AKRON, CANTON & YOUNGSTOWN.—John P. Monks appointed district traffic manager, New York. Position of general eastern agent abolished.

ATLANTIC COAST LINE.—W. S. Evans and R. C. Casey appointed division freight agents at Fort Pierce, Fla., and Miami, respectively.

CANADIAN NATIONAL.—Robert Thompson, superintendent dockyard, St. John's, Nfld., retiree, December 31.

John N. Lamey, acting trainmaster, Bishop's Falls, Nfld., named acting trainmaster at Truro, N.S.

CENTRAL VERMONT.—Dwight G. Briggs, office engineer, St. Albans, Vt., retires January 21, 1957.

CHICAGO & NORTH WESTERN.—Lowell Hastings, vice-president and general counsel, Chicago, retires December 31.

Howard C. DePiere, office manager in the freight sales office, Chicago, appointed freight traffic service manager at that point.

COTTON BELT.—W. G. Degelow, assistant general traffic manager, St. Louis, appointed general traffic manager there, to succeed J. L. Cook, who retires December 31.

ILLINOIS CENTRAL.—K. G. Carriere appointed division electrical foreman, Clinton, Ill., succeeding J. R. Mitchell (Railway Age, Dec. 17, p. 60). J. T. Jones appointed diesel supervisor, Chicago, succeeding Mr. Carriere.

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PROVIDENCE & WORCESTER.—\$2.50, quarterly, payable December 31 to holders of record December 17.

SEABOARD AIR LINE.—62½c, quarterly, payable December 27 to holders of record December 17.

STONY BROOK.—\$2, semiannual, payable January 5 to holders of record December 29.

TEXAS & PACIFIC.—common, \$1.25, quarterly, \$3, year-end; 5% preferred, \$1.25, quarterly; all payable December 31 to holders of record December 26.

UNITED NEW JERSEY R.R. & CANAL.—\$2.50, quarterly, payable January 10 to holders of record December 20.

WESTERN MARYLAND.—7% first preferred, \$1.75, quarterly; 4% second preferred, \$1, quarterly, payable December 28 to holders of record December 18.

(Continued from page 16)

placing greater responsibility on division superintendents. This also has served, Mr. Oncken stated, to broaden the knowledge of railroad officers.

Mr. Oncken said a recent check indicated that of the Central's 48 key officers, about two-thirds would retire within five years, with their "back-up" officers going out in the next decade. However, he added, the road has developed a personnel plan, key elements of which are "peri-

odic appraisal, perpetual inventory and continual development" in which each level of management "bird-dogs" the next lower level.

Railroad personnel could sit back and wait for adequate development under such a plan, Mr. Oncken said, but President A. E. Perlman "just won't wait" and won't be satisfied that the program is adequate until other railroads are "pirating" Central personnel and until college graduates "line up" to work for the company.

Erie Signs Common-Carrier TOFC Pact

The Erie will begin handling highway trailers of common carrier truckers on January 10.

D. R. Thompson, Erie traffic vice-president, announced last week the signing of an agreement between the railroad and Daniels Motor Freight, Inc., of Warren, Ohio, under which the Erie will transport Daniels trailers by rail between Leavittsburg, Ohio, and Jersey City, N.J.

The Daniels agreement is the first contract between the Erie and a common carrier trucking concern (Railway Age, Dec. 17, p. 41).

Under the new arrangement, trailer loads of freight obtained by Daniels for shipment from northeastern Ohio and western Pennsylvania to the Jersey City-New York area will be

brought to the Erie's piggyback freight terminal at Leavittsburg. There they will be loaded on "king-size" Erie flat cars which can carry two 35-ft trailers.

The Erie also has an agreement with the Piggy-Back Service Corporation under which the latter will solicit trailer loads of freight from truckers for movement between Chicago and Boston over the Erie and the New Haven. For this service, which, the Erie said, should start early next year, the railroad has ordered 50 French-type piggyback flat cars equipped with special centering and tie-down devices to accommodate trailers in ordinary highway truck traffic (Railway Age, Dec. 10, p. 9, and Nov. 5, p. 8).



Canadians Dreaming of an Arctic Christmas

Annual Yule display in Canadian National's Central Station at Montreal uses "Eskimo Christmas" as its theme. Here Donald Gordon, CNR chairman and president (seated left facing cam-

era), opens holiday festival in radio broadcast with commentator Paul Manning. Fifteen-minute program over 500 American radio stations heralded opening of the display.

RPI to Study RR Personnel Recruitment

Railroad passenger service and personnel recruitment and training will be studied next year by two newly created member committees of the Railway Progress Institute.

Possible areas of investigation in the passenger service study could be market research and merchandising, RPI President Holcombe Parkes said. Sub-committees studying these problems, he pointed out, might be able to answer such questions as, "How do people travel?," "Where do people go?" and "How can people be induced to travel by rail?"

Mr. Parkes said the committee on personnel recruitment may want to investigate the possibility of "scouting" colleges and universities and explaining employment opportunities in the railroad industry to seniors and other near-graduates.

On the university level, seminars and personnel exchange programs between colleges and the railroad industry may also be worth considering, he said. Cooperative programs of this nature, Mr. Parkes added, would tend to express the industry's academic requirements in the education of future railroad men.

Organizations

American Institute of Electrical Engineers.—Three sessions on land transportation, at which 12 papers will be presented, are scheduled for the institute's general winter meeting, January 21-25, in the Hotel Statler, New York City.

American Society of Traffic and Transportation, Illinois Chapter.—This new chapter was organized at a meeting held November 28, at which time the following officers were elected to serve one year: Chairman, E. N. Hensen, traffic coordinator, Dow Chemical Company; vice-chairman, W. A. Ballou, sales representative, Glendinning Motorways, Inc.; secretary, A. N. Moore, general traffic manager, Acme Steel Company; treasurer, J. P. Zumwalt, assistant traffic manager, Wilson & Co.

American Train Dispatchers Association.—Thomas C. Garrett, assistant chief train dispatcher, Chesapeake & Ohio, Richmond, Va., has been elected vice-president.

Metropolitan Traffic Association of New York.—The annual dinner-dance will be held January 12, in the Hotel Commodore.

People in the News

CURRENT HAPPENINGS AMONG Railway Officers

AKRON, CANTON & YOUNGSTOWN.—John P. Monks appointed district traffic manager, New York. Position of general eastern agent abolished.

ATLANTIC COAST LINE.—W. S. Evans and R. C. Casey appointed division freight agents at Fort Pierce, Fla., and Miami, respectively.

CANADIAN NATIONAL.—Robert Thompson, superintendent dockyard, St. John's, Nfld., retires December 31.

John N. Lamey, acting trainmaster, Bishop's Falls, Nfld., named acting trainmaster at Truro, N.S.

CENTRAL VERMONT.—Dwight G. Briggs, office engineer, St. Albans, Vt., retires January 21, 1957.

CHICAGO & NORTH WESTERN.—Lowell Hastings, vice-president and general counsel, Chicago, retires December 31.

Howard C. DePierre, office manager in the freight sales office, Chicago, appointed freight traffic service manager at that point.

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Current Publications

PERIODICAL ARTICLES

SO YOU DON'T RIDE THE TRAINS ANY MORE? by Harold H. Martin. *Saturday Evening Post*, Dec. 22, 1956, pp. 20 et seq. Curtis Publishing Co., Independence Square, Philadelphia 5. Single copies, 15¢.

Mr. Martin reveals why the nation's railroads feel Uncle Sam has stacked the cards against them in the struggle to stay in business. He discusses railroad contentions that they are hamstrung in competing with subsidized motor carriers, airlines and barge lines; focuses on varying views regarding the future of railroad passenger business and the "passenger deficit," and points out how railroads are spending millions yearly to hold their position in the overall transportation picture.

SOUTHERN PACIFIC: THIS IS A RAILROAD? *Business Week*, December 8, 1956, pp. 184-198. McGraw-Hill Publishing Company, 330 W. 42nd st., New York 36. Limited supply of tear sheets available free.

Rail giant shocks the orthodox by diversifying into trucking, pipelines, and even the air.

DEPARTMENTAL ORGANIZATION OF THE RAILROAD POLICE, by H. S. Dewhurst. Reprinted from *Police*, September-October, 1956. H. S. Dewhurst, Association of American Railroads, Transportation bldg., Washington 6, D.C.

Discusses the history, basic structure and standards of the railway police, purposes of the department, schools for railway police, and the Protective Section of the Association of American Railroads.

PAMPHLETS

A YEAR BOOK OF NWR INFORMATION, 1956. 33 pages. North Western Railway Headquarters Office, Empress Road, Lahore, Pakistan.

Contains a general description and a brief history of the North Western Railway, as well as statistical information for several recent years through 1954-55.

FARMSEEKER'S GUIDE. 32 pages. Union Pacific Railroad, Agriculture Development Department, 1416 Dodge st., Omaha 2. Free.

New revised edition; detailed information on major farm problems for prospective buyers or renters; physical and economical factors, farm finance, agricultural advice.

BENEFITS FOR RAILROAD WORKERS AND THEIR FAMILIES; HOW TO COMPUTE RAILROAD RETIREMENT ANNUITIES; BENEFITS FOR SURVIVORS OF RAILROAD WORKERS;

HOW TO COMPUTE RAILROAD SURVIVOR BENEFITS. Railroad Retirement Board, Information Service, 844 North Rush st., Chicago 11. Free from any RRB field office.

This newly revised set of four pamphlets contains essential points railroad employees and families need to know about benefits under the Railroad Retirement and Railroad Unemployment Insurance Acts.

REGULATION OF RATES OF COMMON CARRIERS: DOES IT NEED REVISION? 40 pages. The Federation for Railway Progress, 1430 K st., N.W., Washington 5, D.C. Free.

To stimulate discussion of present rate-making problems, the FRP offered two prizes for the best papers submitted by academic economists and teachers of transportation. This pamphlet contains the two prize-winning papers. Dr. George W. Wilson won first prize for his paper on effects of value of service pricing upon motor common carriers, and the late Dr. G. Lloyd Wilson won second prize for his paper on a critical appraisal of regulated rate making for common carrier transportation.

ITS GONNA BE A GREAT DAY FOR THE RAILROADS. 21 pages. American Railway Car Institute, 19 E. 47th st., New York 17. Free.

Lists the advantages which would result from an orderly car buying program.

IN THE TWILIGHT OF THE STEAM ERA: CENTRAL VERMONT RAILWAY. Transportation Bulletin, October 14, 1956. Roger Borup, Publications Committee, Conn. Valley Chapter, National Railway Historical Society, Warehouse Point, Conn. Single copies, 25¢, plus 3 cents postage.

This brochure on present-day steam locomotives of the Central Vermont was given to all passengers on the October 14 steam-powered railfan excursion run.

"PETTY" DISCRIMINATION IN TRANSPORT REGULATION, by Robert L. Banks. 51 pages. The Federation for Railway Progress, 1430 K st., N.W., Washington 5, D.C. Free.

The FRP has long believed that some of the minor differences in the degree to which various forms of transportation are regulated constitute an important subject about which comparatively little factual information was available. It therefore engaged an experienced transportation economist to study this matter and report his findings which are that "some of the inequities reviewed . . . are merely ridiculous . . . Another group . . . serve the principal purpose of helping other kinds of transportation at the expense of the railroads. This category of unbalanced regulation, petty though it may be, detracts from fair competitive conditions in transportation and constitutes an unjustifiable burden on rail carrier revenues. Altogether, these

iniquities vitiate our declared national policy of 'fair and impartial regulation of all modes of transportation.' They hinder attainment of a modernized and financially strong system of common carrier transportation adequate for the needs of the nation." Among the inequities the author reviews are those found in the uniform system of accounts, salary reports, commodity statistics, free transportation, and reparations.

NEW BOOKS

A CENTURY OF LOCOMOTIVES, NEW SOUTH WALES GOVERNMENT RAILWAYS. 128 pages, illustrations. Department of Railways, New South Wales, 19 York Street, Sydney, Australia. Price, approximately \$1.90.

A comprehensive record, with over 100 illustrations, of the various types of locomotives that have operated on the New South Wales Railways from 1855 to 1955. Illustrations and information have been arranged in the chronological order in which the locomotives were placed in service, thus tracing the evolution of railway motive power over the period. The book was compiled by the Australian Railway Historical Society.

HEATING VENTILATING AIR CONDITIONING GUIDE 1956. 1,696 pages, charts, tables, drawings. American Society of Heating and Air-Conditioning Engineers, Inc., 62 Worth st., New York 13. \$12.

This 34th edition contains the latest technical equipment information. The technical data section contains 1,176 pages. The catalog data section presents material about the products of 335 manufacturers. Chapters are substantially changed. Some are new; others almost completely rewritten. Particular attention has been given to presentation of heat transmission coefficients of building materials. More tables make it easier to compute the effect of adding air spaces or insulations to walls, ceilings or floors. The technical data continues to be presented in 53 chapters grouped under seven sections.

TROLLEY CAR TREASURY, by Frank Rowson, Jr.; Stephen D. Maguire, technical editor. 200 pages, photographs. McGraw-Hill Book Company, 330 W. 42nd st., New York 36. \$5.95.

Here is a gay tribute to the time of the trolley and the story of a century of American streetcars. This well-illustrated book presents a wealth of trolley tales, songs, photographs and cartoons that recapture the happy screech, clang and hiss of the trolley.

RAILWAYS THE WORLD OVER, by G. Freeman Allen. 128 pages, illustrations. Philosophical Library, 15 E. 40th st., New York 16. \$10.

Reviews and illustrates railway operations in various countries throughout the world, with particular emphasis on passenger trains and locomotives. A major part of the book is devoted to the British Railways.

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

MONTH OF OCTOBER AND TEN MONTHS OF CALENDAR YEAR 1956

Name of Road	Average mileage operated during period	Operating Revenues		Operating Expenses		Total		Operating ratio		Net	
		Freight	Pass.	Total (inc. misc.)	Operating expenses	Total	Operating expenses	1955	1956	from railway tax	Net Railway income
Akron, Canton & Youngstown.....Oct.	171	\$540	.....	\$552	516	871	865	814	\$362	\$178	\$68
Albany, N.Y. & Saratoga.....Oct.	171	4,898	.....	5,014	4,975	711	697	56	702	891	411
Albany, N.Y. & Saratoga.....Oct.	13,124	44,235	.....	52,323	48,732	7,681	7,800	712	74.9	7,486	5,593
Albany, N.Y. & Saratoga.....Oct.	13,124	409,049	.....	37,186	499,070	475,019	72,582	67,538	61,208	61,208	59,733
Albany, N.Y. & Saratoga.....Oct.	82	379	.....	381	332	47	43	3	46	203	18
Albany, N.Y. & Saratoga.....Oct.	82	3,626	.....	3,680	3,409	439	361	28	308	1,944	689
Albany, N.Y. & Saratoga.....Oct.	93	283	30	380	370	51	45	8	66	75	28
Albany, N.Y. & Saratoga.....Oct.	93	2,486	304	3,373	2,795	455	387	65	559	409	22
Albany, N.Y. & Saratoga.....Oct.	133	318	25	338	302	61	64	8	72	317	36
Albany, N.Y. & Saratoga.....Oct.	133	2,814	284	3,484	2,923	489	482	77	704	517	333
Albany, N.Y. & Saratoga.....Oct.	5,289	113,454	14,611	139,065	130,735	24,612	23,972	1,612	30,329	1,846	1,252
Albany, N.Y. & Saratoga.....Oct.	343	560	.....	573	507	130	151	6	111	102	75
Albany, N.Y. & Saratoga.....Oct.	343	6,071	.....	6,180	5,181	1,445	1,357	123	1,102	422	80
Albany, N.Y. & Saratoga.....Oct.	6,020	36,847	.....	40,974	39,723	5,015	5,382	627	7,793	8,801	767
Albany, N.Y. & Saratoga.....Oct.	6,020	345,900	.....	15,544	386,528	356,949	42,744	43,213	5,054	80,394	35,918
Albany, N.Y. & Saratoga.....Oct.	29	215	.....	63	282	279	54	47	11	32	43
Albany, N.Y. & Saratoga.....Oct.	29	1,528	.....	593	2,512	507	450	117	294	25	416
Albany, N.Y. & Saratoga.....Oct.	602	794	.....	869	865	176	200	13	266	285	193
Albany, N.Y. & Saratoga.....Oct.	602	12,559	.....	13,309	10,905	2,745	2,500	170	2,544	3,620	3,105
Albany, N.Y. & Saratoga.....Oct.	208	3,648	.....	3,761	2,900	194	243	18	642	1,052	819
Albany, N.Y. & Saratoga.....Oct.	208	17,177	.....	22,000	22,856	2,610	1,830	376	7,617	6,893	436
Albany, N.Y. & Saratoga.....Oct.	1,572	56,690	.....	7,624	7,314	978	1,029	160	1,036	817	73.5
Albany, N.Y. & Saratoga.....Oct.	1,572	56,690	.....	8,640	7,349	10,219	1,463	9,507	8,895	2,118	5,986
Albany, N.Y. & Saratoga.....Oct.	234	354	.....	432	372	104	89	12	87	164	379
Albany, N.Y. & Saratoga.....Oct.	234	5,306	.....	6,071	5,588	1,200	1,021	165	1,175	1,747	1,044
Albany, N.Y. & Saratoga.....Oct.	284	3,334	.....	3,339	3,339	54	60	7	17	14	78
Albany, N.Y. & Saratoga.....Oct.	284	3,517	.....	3,895	3,712	607	611	53	670	157	323
Albany, N.Y. & Saratoga.....Oct.	1,764	33,143	.....	37,426	35,672	5,834	5,772	470	6,996	5,956	2,498
Albany, N.Y. & Saratoga.....Oct.	612	4,740	.....	5,637	5,220	835	847	230	940	4,323	4,085
Albany, N.Y. & Saratoga.....Oct.	612	43,219	.....	49,421	47,830	6,949	6,670	1,338	9,003	8,233	3,743
Albany, N.Y. & Saratoga.....Oct.	383	883	.....	66	1,097	949	300	217	16	77	87
Albany, N.Y. & Saratoga.....Oct.	394	8,240	.....	639	9,888	9,007	2,198	2,039	162	1,077	107
Albany, N.Y. & Saratoga.....Oct.	5,132	36,468	.....	606	39,227	36,392	4,589	4,332	406	6,267	5,338
Albany, N.Y. & Saratoga.....Oct.	5,132	324,565	.....	6,660	349,136	343,519	39,422	37,518	4,659	57,129	53,546
Albany, N.Y. & Saratoga.....Oct.	868	2,952	.....	191	3,394	2,966	450	390	29	666	482
Albany, N.Y. & Saratoga.....Oct.	868	26,605	.....	2,186	31,124	28,370	3,823	3,692	291	5,128	4,796
Albany, N.Y. & Saratoga.....Oct.	121	674	.....	692	644	51	34	6	157	121	24
Albany, N.Y. & Saratoga.....Oct.	126	6,361	.....	6,520	6,388	562	650	95	2,080	1,162	905
Albany, N.Y. & Saratoga.....Oct.	7,786	13,472	.....	14,238	18,709	2,555	2,483	420	2,822	2,847	902
Albany, N.Y. & Saratoga.....Oct.	7,824	131,743	.....	14,454	167,971	166,577	26,455	25,126	3,220	30,832	28,764
Albany, N.Y. & Saratoga.....Oct.	8,799	21,091	.....	1,585	25,005	23,275	2,789	2,717	395	3,655	3,059
Albany, N.Y. & Saratoga.....Oct.	8,805	174,273	.....	16,711	213,100	205,984	30,594	31,944	4,332	35,431	32,751
Albany, N.Y. & Saratoga.....Oct.	1,470	3,000	.....	16	3,204	3,119	476	451	125	118	970
Albany, N.Y. & Saratoga.....Oct.	1,470	27,905	.....	201	29,710	28,457	4,430	4,366	408	4,758	4,427
Albany, N.Y. & Saratoga.....Oct.	10,629	19,887	.....	1,229	23,603	23,461	4,342	4,754	512	4,653	4,355
Albany, N.Y. & Saratoga.....Oct.	10,638	176,125	.....	14,368	212,637	205,999	36,453	37,855	4,117	39,385	39,915
Albany, N.Y. & Saratoga.....Oct.	7,597	14,504	.....	1,314	17,332	15,900	2,758	2,484	270	2,923	2,518
Albany, N.Y. & Saratoga.....Oct.	7,597	137,999	.....	14,443	166,870	158,234	23,382	22,271	2,471	28,067	25,899
Albany, N.Y. & Saratoga.....Oct.	1,616	2,541	.....	115	2,999	3,040	411	419	42	238	388
Albany, N.Y. & Saratoga.....Oct.	1,616	23,713	.....	1,384	27,307	25,228	4,132	4,310	417	3,813	3,895
Albany, N.Y. & Saratoga.....Oct.	293	2,385	.....	2,398	1,954	315	300	20	391	350	97
Albany, N.Y. & Saratoga.....Oct.	293	21,027	.....	2,148	15,990	2,768	2,444	196	3,742	2,924	945
Albany, N.Y. & Saratoga.....Oct.	718	1,251	.....	63	1,465	1,345	234	490	30	196	161
Albany, N.Y. & Saratoga.....Oct.	718	10,638	.....	718	12,744	12,784	2,074	2,596	210	3,108	1,675
Albany, N.Y. & Saratoga.....Oct.	1,362	2,209	.....	141	2,537	2,116	326	609	30	328	275
Albany, N.Y. & Saratoga.....Oct.	1,362	15,899	.....	1,537	19,234	18,510	2,809	3,591	330	2,815	2,579

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF OCTOBER AND TEN MONTHS OF CALENDAR YEAR 1956

Average mileage operated during period	Name of Road	Operating Revenues		Maint. Way and Structures		Deprec.		Operating Expenses		Net operation income	Railway taxes	Net Railway operating income							
		Freight		Total		Total		Total											
		Pass.	Total (inc. misc.)	1956	1955	Retire- ments	1955	Retire- ments	1955				Trans- por-tation	Total	Operating ratio 1956-1955				
		1956	1955	1956	1955	1955	1955	1955	1955	1956	1955	1956							
Oct.	Louisville & Nashville.....	7,312	17,712	2,710	2,327	396	4,194	3,533	1,349	386	6,522	14,536	13,242	73.9	78.1	5,135	3,794	2,895	2,846
10 mos.	Louisville & Nashville.....	47,321	155,455	8,320	175,521	143,797	27,923	30,54	38,293	30,963	9,967	113,457	113,457	78.4	78.4	37,260	26,345	23,196	22,966
Oct.	Maine Central.....	944	2,113	70	2,345	2,252	433	389	27	462	371	81	1,594	78.7	78.8	499	232	216	182
Oct.	Maine Central.....	20,138	968	22,897	20,357	4,355	4,168	268	3,855	3,430	779	240	8,995	17.7	77.5	5,561	253	216	182
Oct.	Minneapolis & St. Louis.....	1,397	17,423	2,799	2,799	2,799	2,799	2,799	2,799	2,799	2,799	2,799	2,799	77.1	77.1	4,192	2,275	1,662	1,663
Oct.	Minneapolis, Northfield & Southern.....	77	369	43	369	406	43	369	2	30	31	10	30	81	211	166	88	74	97
10 mos.	Minneapolis, Northfield & Southern.....	3,224	4,766	42	5,099	4,999	807	680	36	687	668	118	98	1,336	3,188	2,873	63.6	63.9	499
Oct.	Min., St. Paul & S. Ste. Marie.....	3,274	37,593	754	40,579	34,694	8,192	7,051	598	6,612	6,174	1,211	944	13,966	31,266	27,362	52.9	52.9	1,185
Oct.	Missouri-Illinois.....	172	4,478	.....	4,911	4,828	618	588	36	820	734	302	110	1,202	2,852	2,733	58.0	56.6	1,231
Oct.	Missouri-Kansas-Texas Lines.....	3,241	5,540	2,138	6,373	6,132	883	991	126	1,124	1,082	265	255	2,546	5,146	5,064	80.8	82.9	441
10 mos.	Missouri-Kansas-Texas Lines.....	3,241	53,803	2,338	61,650	61,169	8,680	8,616	1,057	9,886	9,390	2,569	2,700	24,722	40,261	47,568	79.8	77.8	4,465
Oct.	Missouri Pacific.....	9,663	24,332	840	27,699	28,245	4,248	4,345	362	4,382	4,374	1,011	702	9,509	20,024	19,843	72.3	76.7	4,206
10 mos.	Missouri Pacific.....	9,543	221,723	9,951	254,476	249,125	39,780	42,511	3,400	44,229	43,566	10,018	6,136	92,586	193,144	192,843	75.7	77.4	3,128
Oct.	Monon.....	541	16,748	653	18,769	18,776	2,973	2,789	192	2,941	2,901	722	1,022	7,032	15,189	14,998	80.3	76.3	1,760
Oct.	Monongahela.....	177	579	.....	581	411	84	70	165	62	47	11	1	193	348	268	59.9	65.1	233
10 mos.	Monongahela.....	177	5,309	.....	5,340	4,647	741	639	165	587	549	115	8	1,837	3,280	2,922	61.4	62.9	30
Oct.	Nashville, Chatt. & St. Louis.....	1,043	2,166	93	3,205	2,967	460	555	48	426	440	134	116	1,175	2,324	2,430	72.5	84.9	401
Oct.	Nashville, Chatt. & St. Louis.....	10,413	25,531	1,217	28,887	28,773	4,732	4,270	497	4,314	3,973	1,381	1,211	11,774	23,251	20,566	77.8	84.9	1,864
10 mos.	New York Central.....	10,613	490,595	81,130	650,227	627,132	72,963	77,053	11,592	114,991	100,913	26,653	13,916	290,365	627,346	494,260	81.1	78.8	61,188
Oct.	Pittsburgh & Lake Erie.....	221	3,746	58	4,016	3,377	378	324	50	1,076	813	272	89	1,358	3,112	2,562	77.5	75.9	905
10 mos.	Pittsburgh & Lake Erie.....	221	32,073	607	34,595	34,605	4,158	4,142	733	926	8407	2,769	769	12,344	28,659	26,441	82.8	76.4	5,536
Oct.	New York, Chicago & St. Louis.....	2,179	15,462	136	16,224	15,381	1,760	1,477	147	2,271	2,111	413	355	5,531	10,416	9,726	64.2	54.07	2,746
10 mos.	New York, Chicago & St. Louis.....	2,178	138,662	1,587	145,065	134,042	16,489	14,703	1,464	23,513	29,957	3,889	3,302	52,683	100,900	90,605	69.6	67.6	4,466
Oct.	New York, New Haven & Hartford.....	1,768	76,383	42,093	134,526	120,341	16,016	13,592	2,699	1,959	1,865	443	2,321	60,371	109,369	102,862	81.0	79.5	24,580
10 mos.	New York, New Haven & Hartford.....	1,768	76,383	42,093	134,526	120,341	16,016	13,592	2,699	1,959	1,865	443	2,321	60,371	109,369	102,862	81.0	79.5	24,580
Oct.	New York Connecting.....	21	254	.....	306	397	192	100	25	11	19	.....	.....	74	181	209	59.2	52.6	76
10 mos.	New York Connecting.....	21	3,210	.....	3,327	3,700	1,928	991	253	124	205	.....	.....	838	2,024	2,131	57.4	57.6	1,503
Oct.	New York, Ontario & Western.....	541	514	.....	530	473	130	131	24	83	83	22	33	261	538	518	101.5	109.4	.....
Oct.	New York, Susquehanna & Western.....	541	4,639	44	4,791	4,761	1,187	1,164	191	855	880	224	288	2,654	5,304	5,101	101.7	107.1	.....
10 mos.	New York, Susquehanna & Western.....	120	3,759	437	4,393	4,821	565	557	6	55	58	12	10	216	370	371	73.1	85.1	263
Oct.	Norfolk & Western.....	2,132	20,935	256	22,242	19,736	2,645	2,007	390	3,947	3,549	814	411	6,076	13,892	12,109	62.5	61.4	8,327
10 mos.	Norfolk & Western.....	2,129	187,207	2,928	199,249	172,296	26,141	21,212	3,225	41,453	34,945	7,532	3,645	57,874	136,793	114,614	68.7	66.5	62,449
Oct.	Norfolk Southern.....	604	966	.....	1,004	950	195	190	21	137	121	29	52	270	718	688	71.6	72.5	296
10 mos.	Norfolk Southern.....	604	8,677	538	18,812	18,067	1,902	1,824	141	1,241	1,231	297	492	2,678	6,909	6,572	78.4	77.3	1,907
Oct.	Northern Pacific.....	6,863	16,040	1,402	18,072	16,967	2,602	1,866	395	2,833	2,860	625	413	3,189	12,159	73.0	71.1	4,883	
10 mos.	Northern Pacific.....	6,863	141,473	5,919	158,415	151,944	23,176	21,169	5,317	28,248	26,614	5,953	3,688	61,302	123,398	118,149	79.1	77.8	33,077
Oct.	Northwestern Pacific.....	329	1,142	3	1,166	1,288	242	281	15	96	86	4	7	383	753	829	61.6	64.3	203
10 mos.	Northwestern Pacific.....	329	10,874	33	11,055	12,504	2,044	3,296	170	1,052	1,030	86	67	3,547	9,659	8,184	62.9	65.5	4,096
Oct.	Pennsylvania.....	10,006	69,252	9,726	88,726	81,588	9,123	8,470	1,418	17,592	13,973	2,973	1,377	38,190	70,639	68,219	79.6	80.6	18,087
10 mos.	Pennsylvania.....	10,006	612,146	102,438	826,269	775,242	88,266	83,337	14,219	167,173	164,669	28,899	13,788	366,570	676,583	631,188	81.4	79.9	60,268
Oct.	Penn-Reading Seashore Lines.....	358	695	.....	802	804	787	236	197	79	114	27	14	510	944	835	117.4	106.0	.....
10 mos.	Penn-Reading Seashore Lines.....	358	6,114	1,480	8,120	7,862	2,241	1,980	685	1,274	1,110	252	121	4,991	9,041	8,824	111.3	107.1	.....
Oct.	Piedmont & North.....	128	431	.....	492	570	41	450	6	34	29	8	28	81	215	218	43.6	38.3	277
10 mos.	Piedmont & North.....	128	4,650	.....	4,748	4,763	449	468	47	299	290	97	281	824	2,159	2,098	43.5	44.1	2,589
Oct.	Pittsburgh & West Virginia.....	132	884	.....	889	852	110	111	25	149	128	38	68	217	597	558	67.2	65.4	292
10 mos.	Pittsburgh & West Virginia.....	132	7,702	615	7,742	7,190	1,038	1,086	255	1,383	1,255	374	657	2,046	5,648	5,203	72.9	72.4	2,095
Oct.	Reading.....	1,304	11,064	.....	1,304	11,064	1,750	1,483	198	2,168	2,168	434	208	4,635	9,240	8,279	74.2	75.6	3,220
10 mos.	Reading.....	1,304	101,943	5,768	113,526	97,487	14,928	12,931	1,929	21,391	18,762	4,277	1,850	44,319	87,222	75,517	76.6	77.5	26,554
Oct.	Richmond, Fredericksburg & Potomac.....	118	1,416	356	2,093	1,938	244	222	47	32	32	67	32	679	1,389	1,398	66.8	71.6	695
10 mos.	Richmond, Fredericksburg & Potomac.....	118	14,807	4,874	22,612	21,970	2,316	2,740	245	3,139	3,239	671	255	7,441	14,558	14,758	64.4	61.2	8,054
Oct.	Richmond, Fredericksburg & Potomac.....	118	14,807	4,874	22,612	21,970	2,316	2,740	245	3,139	3,239	671	255	7,441	14,558	14,758	64.4	61.2	8,054
10 mos.	Richmond, Fredericksburg & Potomac.....	118	14,807	4,874	22,612	21,970	2,316	2,740	245	3,139	3,239	671	255	7,441	14,558	14,758	64.4	61.2	8,054

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